

TRAIN WRECK on the Southern! p. 46 **EL tower tales** p. 42

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Spring 2016

THE GOLDEN YEARS OF RAILROADING

COLOR SPECTACULAR!

Union Pacific in Wyoming

Big Boys, 4-8-4s, and Challengers on parade p. 20



PLUS

Canadian steam that never was p. 34

Detroit's Delray: NYC, Wabash, C&O, and more p. 60

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PRR 1944 Pullman trip p. 72 **Denver traffic jam** p. 40

UP Challenger eastbound
at Hermosa, Wyo.

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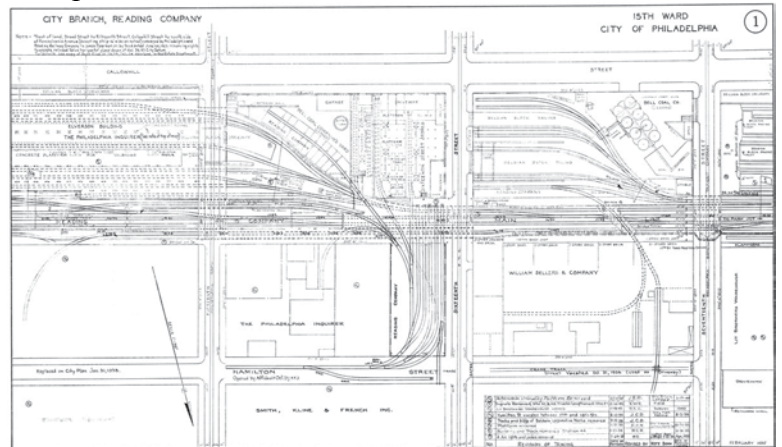
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The lure of the tower



In this issue we have two articles centered on interlocking towers, those distinctive, once commonplace structures from which the signals and switches in a local area were controlled. On page 42, David Birckbichler presents an employee's view of tower life with his tale about his memorable first days as an agent-operator at Erie Lackawanna's Maitland Tower in Ohio. In common with many stories about working in towers, it's an account of a strange world that combines strict observance of some rules with flagrant violation of others.

The importance of towers to train-watchers is evident in Senior Editor Dave Ingles' recollections of Delray Tower in Detroit, beginning on page 60. As the nexus of several major routes, Delray was *the* place for heavy rail action in the Motor City. What made the place a truly great spot to watch trains was the friendly employees — one in particular — who worked there. By welcoming railfans into his tower, Kenny Rowland gave those visitors a front-row seat on one of the most fascinating aspects of railroading.

Today, of course, towers have nearly vanished from the railroad scene, their functions either automated or assumed by dispatchers in offices perhaps hundreds of miles away. There aren't many railroaders like David Birckbichler "posting" at towers to learn the job anymore, and train-watchers learn about railroading through channels unimagined when Dave Ingles hung around Delray. As emblematic of the classic era as steam locomotives and observation cars, towers are just as rare.

Robert S. McGonigal
 Editor



Maitland Tower stands its lonely vigil at the Erie Lackawanna-Detroit, Toledo & Ironton diamond west of Springfield, Ohio, in December 1971. For employee and fan, it represents a lost world.

David P. Oroszi

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Classic Trains

THE GOLDEN YEARS OF RAILROADING

Spring 2016 • Volume 17 Number 1



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On the cover: Union Pacific 4-6-6-4 No. 3954 charges east through Hermosa, Wyo., in July 1952 with refrigerator cars of West Coast produce in a photo by Robert C. Black III (see page 20).

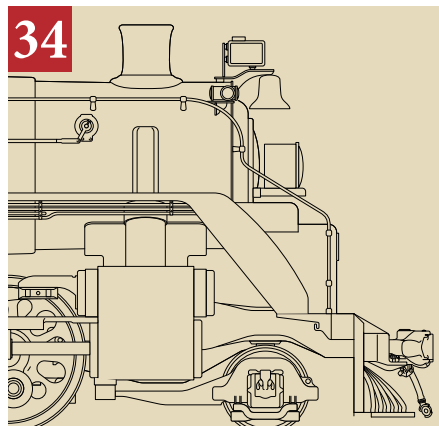
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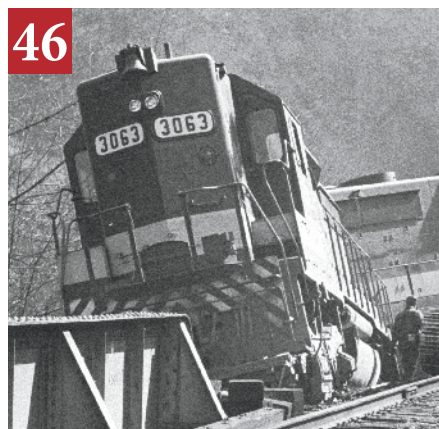
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Earl Carper on N&W's Abingdon Branch mixed

Charlie Ardery

["From D.C. to Nap-town in 1944," page 72] moved back to Indianapolis with his family in 1945, and he still lives there. He is retired from a 55-year career in law, including 36 years as an administrative law judge. He's pictured in his military-school uniform in 1944, the year of his PRR ride. This is his first CLASSIC TRAINS byline.



David Birckbichler ["Breaking In at Maitland," page 42], grew up in central Ohio and still lives near Columbus with his wife Linda. After graduating from Ohio State University, he taught in public schools for 4 years. His lifelong interest in trains led him to try railroad work. After his brief stint with Erie Lackawanna, he went to Chesapeake & Ohio and put in 34 years with C&O and CSX, in both train and engine service, retiring in 2007. This is David's first CLASSIC TRAINS

byline. **David Oroszi**, a widely published railroad photographer, is a lifelong Dayton resident who spent many days hanging around Maitland Tower in the 1970s.

R. Clifford Black IV

["Wyoming Steam Parade," page 20] grew up in Connecticut. He attended Hobart College in Geneva, N.Y.; served in the Air Force; and graduated from American University in Washington, D.C., where he would live for 46 years. Cliff taught English in Bethesda, Md., then joined Amtrak in 1981 in the Public Affairs Department. He retired as Chief of Corporate Communications in 2010. Cliff has three children from a previous marriage and three grandchildren. He is married to Jeanine Ipsen Black, and in retirement they moved to her home area and reside in Winona, Minn. This is Cliff's first byline with us. His father, **Robert C. Black III**, upon whose photos Cliff's story is based, was a professor of history. His Columbia Universi-



ty doctoral thesis, published as *The Railroads of the Confederacy*, became an important reference work. **Jim Ehernberger**, who provided caption and background material for Cliff's father's photos, is a well-known historian, author, and photographer from Cheyenne, Wyo. He is retired from a 34-year career with UP. He has authored one story for us, in Spring 2010, about a 1959 Colorado & Southern excursion he organized.

Ron Flanary ["Calamity at Glenita," page 46] is a widely published rail author, photographer, artist, and historian who has contributed to TRAINS since 1968 and CLASSIC TRAINS since our first issue, Spring 2000. He thanks Jerry Sullivan for his knowledge, insights, and recollections, without which this story would not have been possible. Ron could find no company or ICC wreck report for this incident, but interviewed a surviving crewman and utilized *Kingsport Times-News* accounts.

Tom Gildersleeve ["Three Photographers on The Hill," page 54] has been taking rail photos since his boyhood in



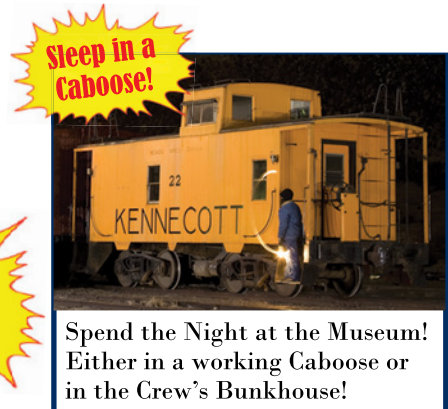
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Santa Ana, Calif. Widely published, he has contributed numerous photos, and two previous articles, to CLASSIC TRAINS.

Larry Goolsby ["The Carolinas' Prosperous Interurban," page 16] is a charter member of and has long been an official in the Atlantic Coast Line-Seaboard Air Line Historical Society. He has written three books and has had "Fallen Flags Remembered" articles in CLASSIC TRAINS about ACL and SAL, plus he has provided data for four "Bird's-Eye View" entries.

Kevin J. Holland ["CN's Final Locomotive Designs," page 34] is a writer, editor, and publications designer living in Burlington, Ontario. He's had 11 previous bylines in CLASSIC TRAINS publications.

J. David Ingles ["Delray Days," page 60], Senior Editor of CT since its launch, has been inside at least 40 U.S. interlocking towers over the years, spending the most time in Delray and Wabash/N&W towers in Jacksonville and Springfield, Ill. "JDI" thanks 54-year-friend Jerry Pinkepank for including details about Delray

in his 2004 Morning Sun book *Tracksides Detroit Downriver, 1946-1976, with Emery Gulash*, a primary source for this article, and for reviewing his text, as did historian Ken Borg of Detroit.

Richard W. Jahn ["Lehigh Valley in Hazleton, Pa.," page 70] founded the Anthracite Railroads Historical Society in 1975 and edits its journal, *Flags, Diamonds and Statues*. In 2013 he coauthored a book on Norfolk Southern's heritage units, on which he was a consultant. Rich has been instrumental in the restoration and operation of the ex-Bangor & Aroostook F3s that currently wear Lackawanna colors at Steamtown, where he is also a volunteer. This is his first CT byline.

Ed King ["Travels with Earl," page 56] is a retired railroader living in Florida. An accomplished rail book and magazine author, Ed has had many articles published in TRAINS, and he was a TRAINS columnist, "The Boomer." His railroad employers included N&W, USRA, Rock Island, and Soo Line. This is Ed's 13th byline in a CLASSIC TRAINS publication.

Steve Patterson ["Waiting Your Turn," page 40], a veteran rail photographer, author, and historian, grew up in Kingsport, Tenn. After college he had a 42-year career on Santa Fe and BNSF, retiring in 2007. Steve, who volunteers at the Denver Public Library and the Colorado Railroad Museum, lives with his wife Maxine in Arvada, Colo. His work has appeared in TRAINS since 1960 and includes 15 story bylines and six cover photos, but this is his first CT byline.

Jerry A. Pinkepank ["Double RS2s on the Laurentian," page 32] had a long career as an officer for NYC, CB&Q, BN, and Soo and, since 1989, has been a Seattle-based rail consultant. He is the principal contributor to our "What's in a Photograph?" series, which began in Spring '14.

Eric Powell ["Indy's Union Station," page 76] lives in Indianapolis with his wife Sara and their two children. A prolific rail author and photographer, he joined Indiana Rail Road in 2011 and manages its intermodal and economic development. This is his second byline with us. ■



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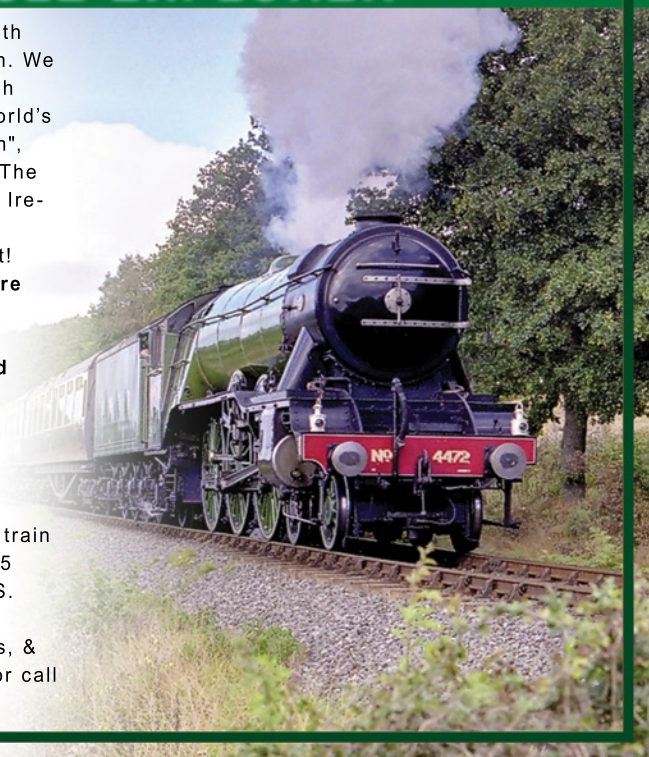
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Not St. Louis, not Kansas City . . .

So where *are* these Wabash and Frisco F7s crossing paths?



Wabash and Frisco came together in only two places: St. Louis and Kansas City. Yet this does not appear to be either of those two metropolitan locales — and it's not. We're in northeast Oklahoma at Vinita, where two main lines cross: Frisco's Tulsa–Springfield, Mo., route and Katy's Denison, Texas–K.C. spine. Frisco 5030 crosses with an eastbound while Wabash 1187-A — on lease to the Katy — waits with a northbound on June 17, 1959.

J. Parker Lamb



Jim Scribbins

How long would the delay be today?

Illinois Central's Chicago–St. Louis *Daylight* was slowing for its Litchfield, Ill., station stop on February 22, 1954, when passenger Jim Scribbins felt the air go into emergency. As his car passed a street crossing, he saw a severely damaged semi truck. The train backed up to survey the damage. From a vestibule Jim could see that it had hit the tractor squarely in the cab, turned it upside down, and squashed it like a tin can. "The driver was not a pretty sight." After a 20-minute delay, the train highballed, arriving St. Louis only 7 minutes late.



James Bennett

President Hayes to the rescue

Jersey Central's six double-ended passenger diesels, built by Baldwin in 1946–48, were striking in appearance but not notably successful in operation. Here, in 1947, one has failed on an inbound commuter train. Baltimore & Ohio Pacific 5317, at Jersey City between B&O–Reading–CNJ Royal Blue Line runs, was dispatched to the rescue. In the photo, the 4-6-2, one of 20 built in 1927 and initially named for U.S. Presidents, backs the train out of the terminal at Jersey City.

Thanks and best wishes, Kevin

Kevin P. Keefe, Kalmbach Publishing's vice president, editorial, is retiring after 30-plus years with the company. "KPK" joined the TRAINS staff as associate editor in 1987, became the magazine's editor in 1992, and has held various other posts, including publisher of



Keefe

CLASSIC TRAINS. For most of the time since he hired me in 1993, he has been my boss. It has been a wonderful association, one of learning and laughter and a shared devotion to the legacy of Al Kalmbach, David P. Morgan, and all the others here who have set and maintained the highest standards for railroad publishing. CLASSIC TRAINS, which Kevin was instrumental in launching, aspires to meet those standards. Kevin's daily presence in the office will be missed, but happily we'll still see plenty of him: He's got projects in the works for us and for TRAINS; his book on Pere Marquette 2-8-4 1225 is due this summer; and he'll be out watching and riding trains. A gifted writer, editor, and manager, Kevin has also been a valued teacher, colleague, and friend, and we at CT wish him all the best. — *Rob McGonigal*

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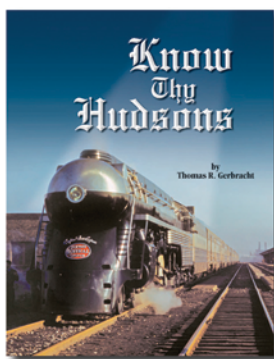
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Steam, spiffy and gaudy

The late David Salter's New York Central steam and early diesel photos ["Hudson Valley Hot Spot," page 20, Winter 2015] are about as perfect as one can get, and taken in a "perfect era." Even though the Central's steam was on short time in 1952 on the Hudson Division (the last steam out of Harmon was in August '53), the locomotives pictured are mostly in wonderful shape — even aging Pacifics have well-washed tenders and cab sides. The lightning-striped diesels, with their silver trucks, are spotless, as are their train consists. Many other roads, including my own New Haven, let steam maintenance slip as diesels took over, but the NYC obviously did not.

Going from the sublime to the sad, the photo caption on page 74 of SP 0-6-0 1294 in Barry Anderson's "Herding the Goats" mentions the engine's eventual display and later scrapping. I photographed it at the San Francisco Zoo grounds in 1966 [above right], and it had the most garish paint job imaginable: rust-red with green smokebox and yellow trim. Perhaps 1294 was so embarrassed that it requested to be cut up?

J. W. Swanberg, Guilford, Conn.

I worked through that Crugers and Oscawana area of NYC's Hudson Division, spotlighted in your Winter cover story, for years on freight and later passenger trains. On page 27 in the top photo, the author initially thought the track he was standing on was "inactive" until he shot that mail and express train on it. That was Track 6; Central numbered its tracks from the east, *i.e.*, "landside" on the Hudson Division, to west ("river-side"), with the mainline tracks being 3, 1, 2, and 4. At Oscawana, Track 6 was the north (west) yard lead for Central's (later Penn Central and Conrail) Croton West Yard, a major point for cars bound for GM's huge Tarrytown auto plant 5 miles east of Croton.

Yard jobs ran three "tricks" around the clock, sorting cars to be spotted in the plant, which also operated around the clock. GM Tarrytown was a premier freight customer until it closed for good in the late '90s. Croton West Yard is still there, with most of its trackage, used to store cars for what little industry is left between there and CP12 on today's Metro North. The GM plant is gone, just a barren concrete slab where it stood for nearly 90 years. The tracks in the



Garish? Sad? Pathetic? Gaudy? Pick your adjective for SP 1294 at the zoo on January 25, 1966.

J. W. Swanberg

Oscawana area are down to three mainline (1, 2, and 4) plus Track 6, still in service and remotely controlled from MN's control center in New York.

Jim Kaufman, Schenectady, N.Y.

I've never seen the NYC route along the Hudson in person, but David Salter's story and photos brought back memories nonetheless. The first book I can really remember, from around age 5 or 6, wasn't *Dick and Jane*. It was *Diesel Electric 4030*, by Henry Billings. Published for juvenile readers by Viking in 1950, it shows the "view from the cab" as engineer John Clark and fireman Bill McCarthy guide New York Central E7 diesel-electric locomotive 4030 as it pulls a crack train, *The Pacemaker*, up the Hudson Division from Harmon to Albany. Along with Billings' wonderful story and illustrations of the journey, there are also schematic cross-sections of NYC 4030 showing the mechanical components of the locomotive, the engineer's controls, and how the automatic block system worked circa 1950.

I lived inside that book as a kid, and I think it was instrumental in turning me into a lifelong railfan. My copy disappeared somewhere along the way but I've never forgotten it. I found a used copy online a few years ago, and everything was just as I remembered it. What really hit home for me was seeing Salter's E7 photos of NYC 4028, 4031, and 4034. OK, no photo of 4030, but it was



close enough to take me back to my childhood 60 years ago, dreaming of trains. Thanks!

*Christopher James
Sandia Park, N.Mex.*

Car 832's hidden past

The photo of New Orleans streetcar 832 on page 9 in "Head End" was a bit of a surprise. The car is preserved, and now is in the operational fleet of the Pennsylvania Trolley Museum in Washington, Pa. When the car was delivered to the museum in the early 1960s, it was in the usual New Orleans dark Pullman green, with no hint of its patriotic past!

Lee Gregory, Pittsburgh, Pa.

Death due to thin air?

In the early 1980s I worked as both a brakeman and conductor on Amtrak's *Ann Rutledge* between St. Louis and Kansas City. I had several opportunities to visit with John Gunkel, a Santa Fe conductor who worked from Kansas City to Emporia, Kans., and return on the *Southwest Chief*, and I recall he told about the deaths, on three separate occasions, of three elderly people on his train eastbound, similar to what Chuck Larrabee described in his interesting "Somebody'll Die on You, for Sure!" [page 30]. Mr. Gundel always blamed such occurrences on the change in altitudes for elderly people suffering with heart and circulation problems.

Norbert Shacklette, Villa Ridge, Mo.

The image of Chuck Larrabee's Amtrak train on Santa Fe's "double S" at Blanchard, N.Mex., that leads off his article brought back a fond memory. In



October 2001, my wife and I were on our way to the Grand Canyon on the *Southwest Chief* when we stopped on that

curve for the better part of an hour because of a signal failure ahead. Being retired from CSX, I felt comfortable — since we were stopped — in opening the vestibule door's hinged window to get a clear image of the train, but the coach attendant dutifully "nearly had a stroke."

Because of the terrorist attacks the previous month, we had a long train, with many RoadRailers on the rear and five units on the point. I was told during the La Junta, Colo., stop that we had 32 cars and that since 9-11, financial paper from New York on Fridays was going west to California by train on weekends, so the Saturday afternoon *Chief* departures were extended in length. Looking out the other side of the train, I could see RoadRailers strung out all along the upper curve and into the entering tangent.

Jerry Sullivan, Jacksonville, Fla.

W&OD roots

Your "True Color" photo on page 14, "Last Run on the W&OD," brought back many good memories, as my wife Sally, as a 1-year old, was a passenger on it! Her dad liked trains and thought the whole family should ride the last run. The Washington & Old Dominion track was at the dead end of Powhatan Street in Arlington, Va., where she grew up. All the neighborhood kids played on the right of way and fished in a creek nearby. After we married, when we'd visit her former home, we used the W&OD recreation trail, which is still there although Interstate 66 was built on the railroad right of way. Sally's dad fondly told that last-run story many times, so it was well known to the whole family.

Steve Bolte, Henrico, Va.

Watching the DSS&A

Thank you for the "Fallen Flags Remembered" entry by Robert Oom on the Duluth, South Shore & Atlantic [page 16]. My family camped at Van Riper State Park west of Champion, Mich., in 1956 and 1957, and I have memories of the *Copper Country Limited* passing by each morning going to Houghton and Calumet. It was a completely Milwaukee Road-equipped train with an F unit, a

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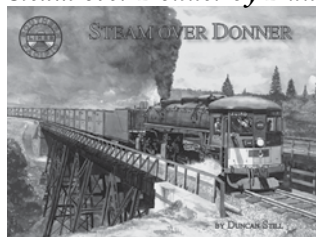
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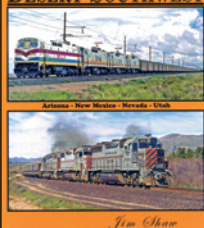


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FAST MAIL Letters from our readers



A heavyweight from the Pullman pool brings up the rear of the otherwise all-Milwaukee consist of the *Copper Country Limited*, standing at Calumet, Mich., on the DSS&A in August 1957.

Gordon E. Lloyd

baggage car, a coach, and a sleeper. DSS&A crews took over at Champion. Later in the morning, around 10:30, a DSS&A RS1 would go by with a short consist of ore jennies for Marquette. There would be no other trains until about 4:30 p.m., when an eastbound freight powered by a single AS616 would pass, then during the evening a west-bound freight would go by. I made sure I was at the beach on Lake Michigamme each day to watch all those trains pass. We visited the park in 1962 after the Soo Line takeover, and the RS1 had been re-lettered for its new owner.

Robert Keegan, Coon Rapids, Minn.

A short flight to Louisville

This is a quick note of appreciation for the poignant World War II-era photograph of the interior of Louisville Union Station as "Bumping Post" [page 90]. Long after the *Floridian* moved out in 1976, the station briefly served as the southern terminus for Amtrak's *Kentucky Cardinal*. from December 2001 to July 2003. As a member of the Amtrak management team that extended the train from its original end point of Jeffersonville, Ind. (5 miles north of LUS), I recall that the station was a study in attractiveness. It seemed church-like.

W. L. O'Dea, Chief Operating Officer,
 Northern Indiana Commuter Transportation District, Michigan City, Ind.

¶ Recalling the train stopped west of LUS, we asked TRAINS' Amtrak reporter Bob Johnston for details. "It is a matter of semantics as to what 'the southern terminus' means. The Kentucky Cardinal stopped on the street west of Union Station, although passengers could use the waiting room. The original tracks next to the station had been torn out; the track

and platform used by the Kentucky Cardinal were across a parking lot." — J.D.I.

TV timeout

In his "B&O's Western Outpost" on the Beardstown, Ill., line [page 64], author Leigh Morris mentions the TV show "Petticoat Junction" as debuting in 1959. It ran from 1963 to 1970; its spinoff series, "Green Acres," started in 1965.

Mark Richards, Milford, N.J.

Green vs. Red in Vermont

I enjoyed Roger Cook's "Vermont Snowplow Weekend" [page 46]. In the late 1950s, Bob Baumuller, Charlie Bischoff, and I were among the volunteers at Jay Wulfson's 3-foot gauge Pine Creek Railroad near Freehold, N.J., which moved to Allaire State Park after Jay became absorbed with the Middletown & New Jersey and subsequently the Vermont Railway. On page 49, Roger mentions the VTR logo and the sample red and green boxcars. By late 1963 I'd become an industrial designer, and Jay asked me to design a logo symbol and paint schemes for his upcoming launch of VTR. I submitted several logo designs, and Jay picked the inverted "V" mountain symbol, which I liked best. I also submitted a selection of color schemes on drawings of Alco road-switchers. The response came back: "They can be any color as long as it's red!" (The former M&NJ 44-tonner pictured on page 49 al-

Got a comment?

If you have a comment or correction, write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

ready had been red in New Jersey.)

So after seeing diesels, cabooses, and a plow in red I was surprised to see boxcars in green. Jay told me that when they put red paint over the old Rutland paint, the line between the large yellow and green areas could be seen, so they decided to paint the boxcars green. Since the cabooses were successfully painted red, my guess is that it was going to take more coats of red paint on the boxcars than Jay was willing to pay for, but that it was fine on the few cabooses. The diesels were green, so it was less of a problem.

Jay asked me to go to Burlington to be head of freight sales, but I was focused on my new design career so I turned him down, which was tough as we'd been friends for 10 years. I did get another chance to help in 1972, when he commissioned me to design the logo for his newly acquired Clarendon & Pittsford.

Andy Morrison, Ooltewah, Tenn.

I enjoyed Roger Cook's "Vermont Snowplow Weekend." I know Roger through my longtime friend, the late Steve Ward. In October 1964 Steve and I



Vermont Railway boss Jay Wulfson specified red for diesels, but had to settle for green on boxcars, recalls the designer of VTR's "inverted V's" logo. GP38-2 201 is at Danby, Vt., in 1976.

Scott A. Hartley

ventured up to Burlington, Vt., to meet up with Steve's friend Charlie Bischoff. When we arrived, Charlie offered us a ride in the caboose on the Rutland job! We climbed aboard, and soon we were under way, dropping and picking up freight along the way, with Charlie and Steve cooking a breakfast of bacon and eggs on the caboose stove. We hadn't yet eaten that day, so this was very welcome, as was the heat from the stove on that somewhat cool Vermont morning. Soon

we arrived at Rutland, where Charlie gave us a tour of the engine house. This was a wonderful time for two New Jersey rail buffs in New England.

Steve and I went back to Burlington in 2002 to visit Charlie, who was then retired but consulting for the Vermont Railway. We had a nice time recalling that October 1964 visit. Shortly afterwards Steve passed away, and then I learned of Charlie's passing.

Ed Kaspriske, Laurel Run, Pa. ■

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It's July 1962, and 15-year-old railfan Mike Patrick's dad is driving the family's 1962 Ford Fairlane homeward, east on Kenosha County's Highway K a mile north of Truesdell, Wis. The sun is low behind them as they near the grade crossing of the Milwaukee Road's double-track Chicago–Milwaukee main line, where *Hiawathas* and freights race by every day. Just ahead, the flashers and gates activate. As his dad slows down, a northbound freight speeds across, led by four F7s. Mike is prepared, raising his Kodak Signet 35. This resulting Kodachrome shows some blur and isn't quite level, but in Mike's mind's eye, it's a perfect shot.

Mike Patrick





The Carolinas' prosperous interurban

Piedmont & Northern, a "Buck" Duke creation, lasted almost 60 years • By Larry Goolsby



Husky B-B+B-B freight motor 5611, built by GE in 1941 and P&N's last electric locomotive, rolls through the South Carolina countryside on June 27, 1950. On the previous day, steeple-cab 5106, one of P&N's six original Baldwin motors, switches at Greenville, S.C.

Two photos, H. M. Stange, Krambles-Peterson Archive

The often misused label of "unique" might not be an exaggeration to describe the Piedmont & Northern Railway. It was the only large electrified system in the South; nearly all its lines duplicated and paralleled its competitors; it operated two disconnected divisions in two states; and it frequently was at odds with one of its large, powerful "steam road" neighbors. And yet, P&N was comfortably prosperous and independent right up until the moment its owners decided they wanted to move their investments into other ventures.

P&N was the brainchild of North

Carolina industrialist James Buchanan ("Buck") Duke, founder of the Duke tobacco fortune and an avid booster of the Piedmont region of North Carolina and South Carolina in the early 1900s. This area — from Anderson and Greenville, S.C., northeast to Charlotte and Durham, N.C. — tracked the Fall Line and in 1900 boasted a string of modest-sized cities. (The Fall Line is an imaginary boundary between the Piedmont region and the Atlantic coastal plain.)

Duke headquartered his businesses in Charlotte, largest city in the region. It happened that Charlotte was also one of

four Piedmont cities with electric trolley lines, along with Gastonia, N.C., Anderson, S.C., and Greenville, S.C. These were outgrowths of the many local hydroelectric systems along the Fall Line's rivers flowing toward the Atlantic Ocean. Larger power companies, including several owned by the Duke empire, gradually absorbed these independent operations, and by 1908 two Duke firms had bought the four trolley systems.

Duke's belief in the Piedmont's industrial potential, plus his existing investment in electric utilities, led him in 1909 to approve a plan connecting the region's major cities with an electric interurban railway. He directed that it would be a well-engineered, 1,500-volt D.C. system that could handle not just passenger traffic but also freight.

His wealth notwithstanding, Duke did not intend to finance the new railroad by himself, so he and his agents went on a barnstorming tour to raise stock subscriptions. They concentrated

on owners of textile mills and other businesses who welcomed competition for the area's two major "steam" railroads, the Southern and the Seaboard Air Line. Duke's campaign was quickly successful, and the Piedmont & Northern Railway Co. was chartered in early 1911. Construction soon began.

Surveys for two major portions, one in each of the Carolinas, had been completed, and initial work was begun on those segments. Surveys for the connecting link between Spartanburg, S.C., and Gastonia, N.C., were incomplete, so it was postponed. Each state's initial mileage was placed under a separate subsidiary, Piedmont Traction Co. in North Carolina and Greenville, Spartanburg & Anderson Railway in South Carolina. Both took over certain right-of-way segments used by the four cities' trolley lines, including an 11-mile interurban route between Anderson and Belton, S.C.

PTC built west from Charlotte to Mount Holly, closely following the Seaboard, then shifted toward Gastonia and paralleled the Southern, a total of 23.5 miles. (A short spur to Belmont was added in 1916.) GS&A left Spartanburg westward to Greenville, then turned south to Belton (where the Anderson line connected), then angled southeast to Greenwood, paralleling the Southern for nearly the entire 89 miles.

The Charlotte–Gastonia line was done first, and opened with appropriate fanfare on July 4, 1912. Portions of the South Carolina route opened in mid-1911, but the line was not finished until early 1914. The two subsidiaries were absorbed into the P&N in mid-1914, becoming the North Carolina and South Carolina divisions. The company also built brick and tile-roofed freight and passenger stations, several large power substations, and yards and other facilities. It erected shops at Greenville and at Pinoka, not far west of Charlotte.

Quick prosperity

P&N's two divisions quickly prospered. The region's booming textile industry drove most of the freight traffic, and passenger business was equally brisk as patrons took a liking to "the electric." Passenger rolling stock came from traditional suppliers Jewett and Niles, plus some from yet another Duke enterprise, the Southern Car Co. of High Point,



Express motor 351, at Charlotte, was rebuilt, and semi-streamlined, by P&N in 1942 from the wrecked body of car 350, one of several it had bought from PRR in the 1930s. Car 2108, pictured at the Greenville, S.C., shop in June '50, was typical of the road's interurban fleet.

351, C. K. Marsh collection; 2108, George Krambles

N.C., including two open-platform parlor-observation cars. Freight was hauled by six Baldwin steeple-cabs, soon supplemented by six box-cabs from Alco-GE. Several small city cars helped cover business on the inherited local operations.

Increased freight traffic during World War I was more than P&N's original roster could manage, and with the big builders too busy to help, P&N built four large B-B+B-B freight locomotives in its own shops during 1917–18. P&N also briefly added an 0-4-4T Forney steam locomotive during the war to help build and operate an extension to an Army camp at Spartanburg (P&N had earlier owned four other small steamers while the railroad was being built).

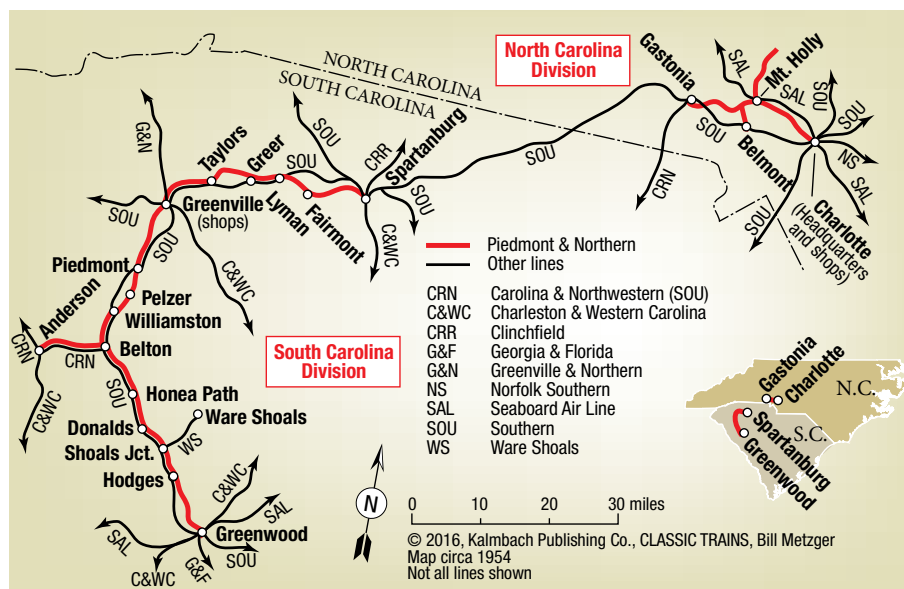
After P&N emerged from U.S. Railroad Administration control in 1920, the line needed a lot of rebuilding from the heavy use and deferred maintenance of the war years. Its finances were sound enough to allow physical plant upgrades, rebuilds of cars and locomotives, and continued industrial promotion. P&N boasted it served an average of "a mill to the mile," a phrase frequently used in the railroad's advertisements along with "The Great Electric System of the South."



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Minding the gap

After the war and rehabilitation, P&N turned to another long-delayed need: the 51-mile gap. In 1927, after several years





Bright and shiny and just months old, P&N's C420s leave Spartanburg, S.C., April 17, 1966.

Two photos, J. David Ingles



A bit grimy, two of P&N's 10 RS3s from the 1950s rest at the Charlotte shop on May 19, 1966.

of legal preparation and a delay occasioned by James Duke's death in 1925, P&N submitted its plans to the Interstate Commerce Commission. Once again, the new trackage would closely follow the Southern's, and the giant Class 1, not enthused at more competition from the small but aggressive P&N, objected. P&N's legal advisors brushed off Southern's move; they believed P&N was an electric interurban that, unlike "steam railroads," did not need Interstate Commerce Commission permission for line expansion, and had filed with the ICC simply for its information. (P&N also at various times envisioned other expansions including northeast to Durham and southwest to Atlanta.)

But in an unexpected twist, the ICC ruled it would evaluate P&N's request under steam railroad requirements, saying that although P&N was built as an interurban, its freight business had become dominant and it was now, in effect,

a steam road that used electric locomotives. Using steam railroad criteria, the ICC found P&N did not make a convincing case for its missing link. P&N decided to begin grading anyway but a court injunction quickly stopped that. Appeals by P&N wound their way through the courts until May 1932, when the U.S. Supreme Court upheld the ICC's stance. The ruling not only ended plans for the link but also set a precedent that was applied in later cases of other electric lines, including Pacific Electric, that had changed character since being built.

Despite the failure to connect its two divisions, P&N ended the 1920s in excellent financial condition. One boost came from a 9-mile spur from Mount Holly north to a new Duke Power Co. coal-fired power plant in 1928, which required P&N's shops to build another eight-axle freight motor. But the Great Depression soon forced freight and passenger revenues downward, although not

to the degree suffered by most neighboring roads. To fill its nearly empty passenger trains, P&N slashed fares to the point that so much passenger business returned, it had to buy some 60-foot coaches from the Pennsylvania and its affiliated Long Island Rail Road.

Just as during World War I, the Second World War brought a fresh round of new traffic. P&N bought more second-hand cars and locomotives, and even went to GE in 1941 for a new eight-axle motor, its first locomotive from an outside firm since 1912. And again, P&N emerged after the war in good shape. Unfortunately for its passenger business, though, customers returned to their growing love of the private automobile, and by 1950 P&N's passenger service was not unlike the sparsely filled trains of the early Depression years. P&N ended its interurban service on both divisions in 1951, three years after the final city streetcar operation, in Gastonia.

Electric to diesel

The demise of passenger trains came as P&N's electric power infrastructure was aging and prices for copper were high. These factors resulted in the greatest change yet in P&N's character: dieselization. Ten Alco RS3s began arriving in 1950, going to work first on South Carolina Division freights. The division soon was soon diesel-only, and many of the electrics were stored. The North Carolina Division continued under wires until 1954 when six Alco S4s took over, except for a short stretch of street operation in



S4 1003, at Charlotte, sports the large initials applied to some P&N diesels late in the game.

J. David Ingles collection

Charlotte. Two box-cab motors kept working there until May 21, 1958, when all electric operation ended.

Transformed into a dieselized, freight-only line, P&N continued its historic pattern of modernization and expansion. The branch at Mount Holly was extended to Riverbend, N.C., in 1959 to reach another Duke power plant, and further lengthened to a total of 24 miles in 1965 to serve a much larger plant at Terrell. The expanded coal traffic required more diesels, and two C420s arrived from Alco in late 1965. All P&N diesels wore black paint with yellow striping.

Meanwhile, P&N had crossed swords with the Southern again, this time over a tunnel at Spartanburg. First proposed in 1930, the tunnel would allow both P&N and the Charleston & Western Carolina (an Atlantic Coast Line subsidiary, absorbed by ACL in 1959) to connect directly with the Clinchfield rather than pay switching charges to the Southern for slow transfer moves across its busy Washington-Atlanta main line. Southern fought the project until the U.S. Supreme Court finally ended the litigation in 1961 and allowed the tunnel to be constructed; it opened in 1963.

Although P&N was never Southern's favorite neighbor, Seaboard Air Line was a friendly partner that connected with both P&N divisions. When the Duke family decided in the mid-1960s to divest its substantial holdings in the P&N, Seaboard was happy to absorb the railroad. Getting the merger application ready for the ICC coincided with consummation of the ACL-Seaboard merger, which took place July 1, 1967, so the P&N acquisition was pushed back a bit. For one last time, Southern objected to P&N's plans and argued it should be allowed to buy the South Carolina Division. The ICC did not agree, and in July 1969 the full merger was approved as proposed, although by this time into SAL successor Seaboard Coast Line.

The SCL takeover finally allowed the former P&N's two divisions to be united by commonly owned rails, although hardly via the direct route P&N's founders had wanted. Nevertheless, the P&N trackage provided SCL with important new business and expanded its reach into several new communities. SCL kept all the ex-P&N lines, and the smaller road's diesel fleet blended well with the many Alcos SCL inherited from the Seaboard. The C420s eventually wound up in Louisville & Nashville's fleet.

SCL successor CSX continues to operate most Piedmont & Northern lines today. North Carolina DOT purchased the Mount Holly-Gastonia line in 1991 as part of its corridor preservation plan, and in 2011 refurbished the line, which it labels its Piedmont & Northern Rail Corridor. Originally leased to Patriot Rail, it now is being operated by Iowa Pacific Holdings, which created a subsidiary, Piedmont Railway.

CSX still uses the former South Carolina Division from Spartanburg to Greenville and south to Pelzer, where short line Greenville & Western takes over to a point 3 miles south of Belton; the P&N from there to Greenwood has been abandoned. Pickens Railway operates the Belton-Anderson branch.

Several pieces of P&N equipment survive, notably small box-cab 5103 (one of the remaining two when electric operation ended in 1958) at the North Carolina Transportation Museum in Spencer. In South Carolina, office car *Carolina* and interurban 2102 are preserved at the Greenwood Museum. ■

P&N fact file



(comparative figures are for 1929 and 1968)

Route-miles: 127; 150

Locomotives: 17; 18

Freight cars: 340; 23

Passenger cars: 30; 0

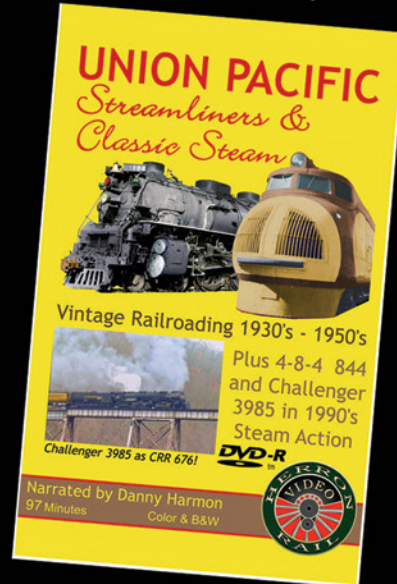
Headquarters city: Charlotte, N.C.

Special interest group: Atlantic Coast Line-Seaboard Air Line Historical Society, www.aclsal.org

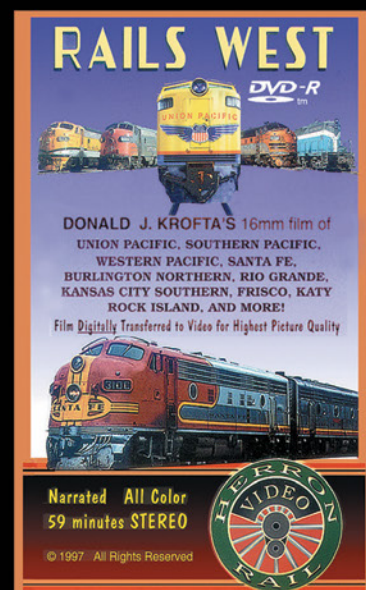
Recommended reading: *Piedmont & Northern*, by Thomas T. Fettes and Peter W. Swanson Jr. (Golden West Books, 1974)

Sources: Book cited above, plus *Historical Guide to North American Railroads* (Kalm-bach, 2014)

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WYOMING

STEAM PARADE

In 1953, a boy and his dad thrilled to the constant mainline action of Union Pacific's Big Boys, Challengers, and Northerns

By R. Clifford Black IV

Photos by Robert C. Black III

Captions by Jim Ehernberger



MY FATHER ALWAYS LIKED TRAINS

and photography, and the former was, briefly, his vocation. Between 1939 and Pearl Harbor day in 1941, he worked as a management trainee for the Denver & Rio Grande Western in Denver. After service in the U.S. Army during the war, he set his sights elsewhere and became a professor of history, serving at institutions in Troy, N.Y., and Hartford, Conn.

Having lived in Colorado, where he met and in 1939 married my mother, Regina Maleham Black, Dad in 1951 bought a small ranch at Tabernash, a D&RGW mainline steam helper station, where our family spent summers. The rest of the year, we lived in West Hartford, Conn.

Railroading remained a passion throughout Dad's life. Moreover, his interest — particularly in steam locomotives — rubbed off on me. He made sure of it. Whenever possible, he directed my attention to steam, both in regular service and later on excursions. Among the latter were early NRHS-sponsored steam trips in the East. I well remember one, a Central Vermont special from Connecticut up to Brattleboro, Vt.

During our Tabernash summers, I made several rail “junks” with Dad. Many were down to Durango, Colo., for Rio Grande's narrow-gauge Silverton train, but to me, the greatest junket of them all was to Wyoming in July 1953 to photograph Union Pacific's impressive parade of big steam. Shortly after Dad's death in 2001 (in Denver, at age 86), I went through one of his many voluminous slide files and found several dozen Kodachromes of UP action in southern Wyoming, a few of which you see here. And while it turns out that at least those at Heromsa, Wyo., were from a July 1952 visit on which I wasn't along, they revived memories of my trip with Dad.

I was all of 10 years old, and while I was thrilled to see these behemoths battling Sherman Hill, I doubt I fully appreciated at the time the importance of what I was seeing. In retrospect, I am grateful Dad took me along — and took pictures. Although Dad's sister, Deborah Cass, ran a cattle ranch in Jelm, Wyo., southwest of Laramie, our “camp” for three or four nights was in a Laramie motel. As a photo spot, Dad favored Hermosa, also known as Tie Siding. As a point on UP's original line just north of the current alignment, it was said to be the source of “vast quantities of ties.” Its post office in 1931 was relocated from trackside to a nearby point on U.S. Highway 287.

By age 10 I'd seen plenty of steam, but I recall being impressed by several things on this trip. One was a wig-wag signal, a device unfamiliar to me, at Tie Siding's grade crossing. Its mechanism groaned and struggled to get the pendulous target signal moving, but eventually it would swing in tempo with its clanging bell and flashing red light. Mostly, though, I was impressed with the sheer number of trains, both steam- and diesel-powered. Whether passenger, freight, reefers, or mail, they seemed to form a parade stretching for miles. Swelling the traffic were dozens of passenger extras for the 1953 Boy Scout Jamboree at the Irvine Ranch near Santa Ana, Calif., almost all of which had 800-series Northerns pulling heavyweight cars.

For me, the highlight of our Wyoming visit occurred in the Laramie yard, where I was given a short Big Boy cab ride by Earl L. Cole, a friend of Dad's sister Deborah. Cole's seniority began in 1923 as a fireman, and he moved to the engineer's seatbox in 1938.

Taken 60-plus years ago, these photos conjure up the faint smell of creosoted ties, the *ping* and *snap* of rails expanding in the hot sun, the *whir* and *clang* of that primordial wig-wag, and the rush and thunder of big-time steam on a busy main line.

Challenger 3822 (built in 1937 as 3922) leads an eastbound extra just west of Hermosa, where trains ran “left handed” owing to the easier 0.82 percent ruling grade out of Laramie via Colores. The westward track, with a short 1.76 percent grade, is dropping toward Red Buttes.

HERMOSA



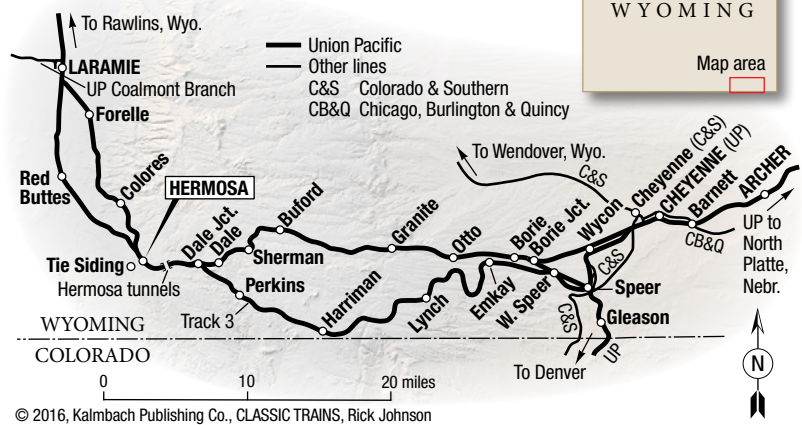
Train 24, the *Gold Coast*, charges into Hermosa behind 822 and a sister 4-8-4, one of which could be on a power transfer move. The train was discontinued January 9, 1955. Old semaphore signals date these Hermosa photos to summer 1952, as new CTC was installed here in spring 1953.

The *City of Los Angeles*, due into Laramie before 11 a.m., rolls past Hermosa station (note the eastward mail crane at left), its two E units having shed a Cheyenne helper (at this time, steam) at Sherman. After Track 3, the Har-ri-man Line, opened in May 1953, the varnish used it, unassisted.





UP'S STEAM PARADE GROUND, 1953



An 800 nears Hermosa with a 17-car express train running as Second 6. Toward the front are high-speed Railway Express box-cars full of perishables. In summer, up to six sections of No. 6 would be needed to move cherries and strawberries east. The last mail car is a rider for crew.



An A-B-B set of 1951 F7s and a 3900-series Challenger have just passed Harri-man depot and the Tie Siding road crossing. This may be a power transfer, as it's downgrade west of Sherman. UP preferred diesels to lead coal-burning steam engines to avoid cinders clogging diesel filters.

HERMOSA



Big Boy 4022, looking fairly fresh out of the shop, hauls what may be a boxcar drag to be given to SP at Ogden. One of several Hermosa sectionmen's houses is visible, and the new signal bridge as yet has no CTC lights mounted. This 1944 4-8-8-4 would last run in 1958 and be retired in '62.

Train 10, the *City of St. Louis*, due out of Laramie around 3 p.m., approaches Hermosa behind three E units. East of Green River the streamliner had cars from Los Angeles, San Francisco, Portland, and Seattle, destined for Denver, Kansas City, and its namesake. Wabash forwarded it east of K.C.



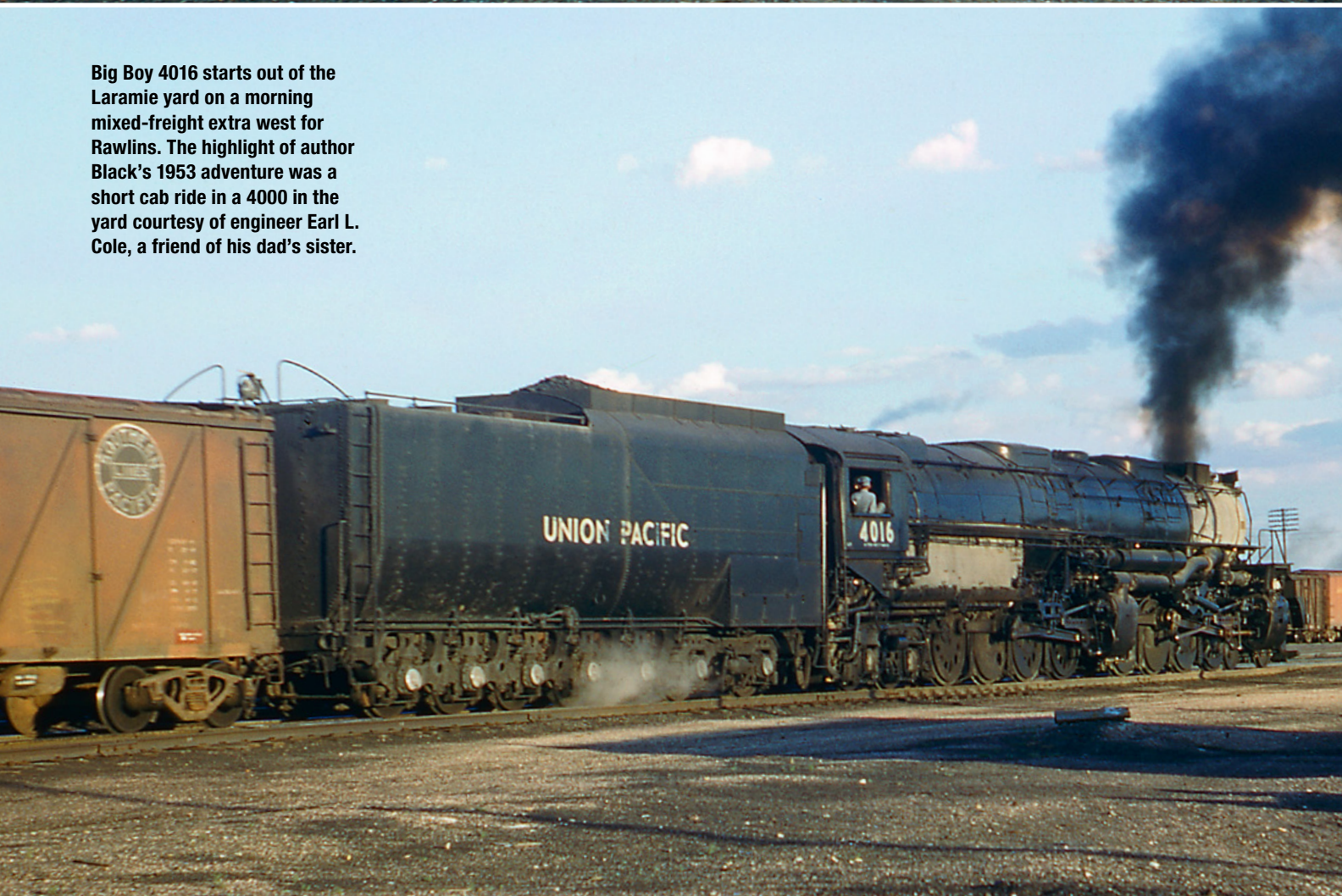


Train 28, the *San Francisco Overland*, has 4-8-4 806 up front and a North Western diner on the rear as it steams through Hermosa. At this time, the train handled through New York cars (alternating via NYC or PRR from Chicago). The 806 was the first 4-8-4 UP retired, in March 1954.

LARAMIE



Big Boy 4016 starts out of the Laramie yard on a morning mixed-freight extra west for Rawlins. The highlight of author Black's 1953 adventure was a short cab ride in a 4000 in the yard courtesy of engineer Earl L. Cole, a friend of his dad's sister.





Just about to leave Laramie station (which sits on a north-south segment of mainline track), 4-8-4 831 heads up train 24, the *Gold Coast*, which at the time was scheduled to arrive at 6:25 a.m. and depart 10 minutes later.



Two-year-old F7A 1478 leads two F3s east up Archer Hill with a "Green Fruit," a solid consist of refrigerator cars from the Pacific Coast. The train is 3 miles or so from the top, which is at the U.S. 30 bridge [page 30].





At the same spot on Archer Hill as the F units at left, 4-8-2 7011, one of 40 from Brooks in 1922, totes coal east. Note the gray and yellow "passenger colors" on the tender. These 4-8-2s worked the Yoder Local, but this may be a mainline extra hauling company locomotive coal.



Again about 3 miles from the top of Archer Hill (far left), an 800 rolls east with an express train running as Second 6. Curving through the cut at the top (left), 4-8-4 835 carries "3-6" identification, but given the different location, these photos might not have been taken the same day.

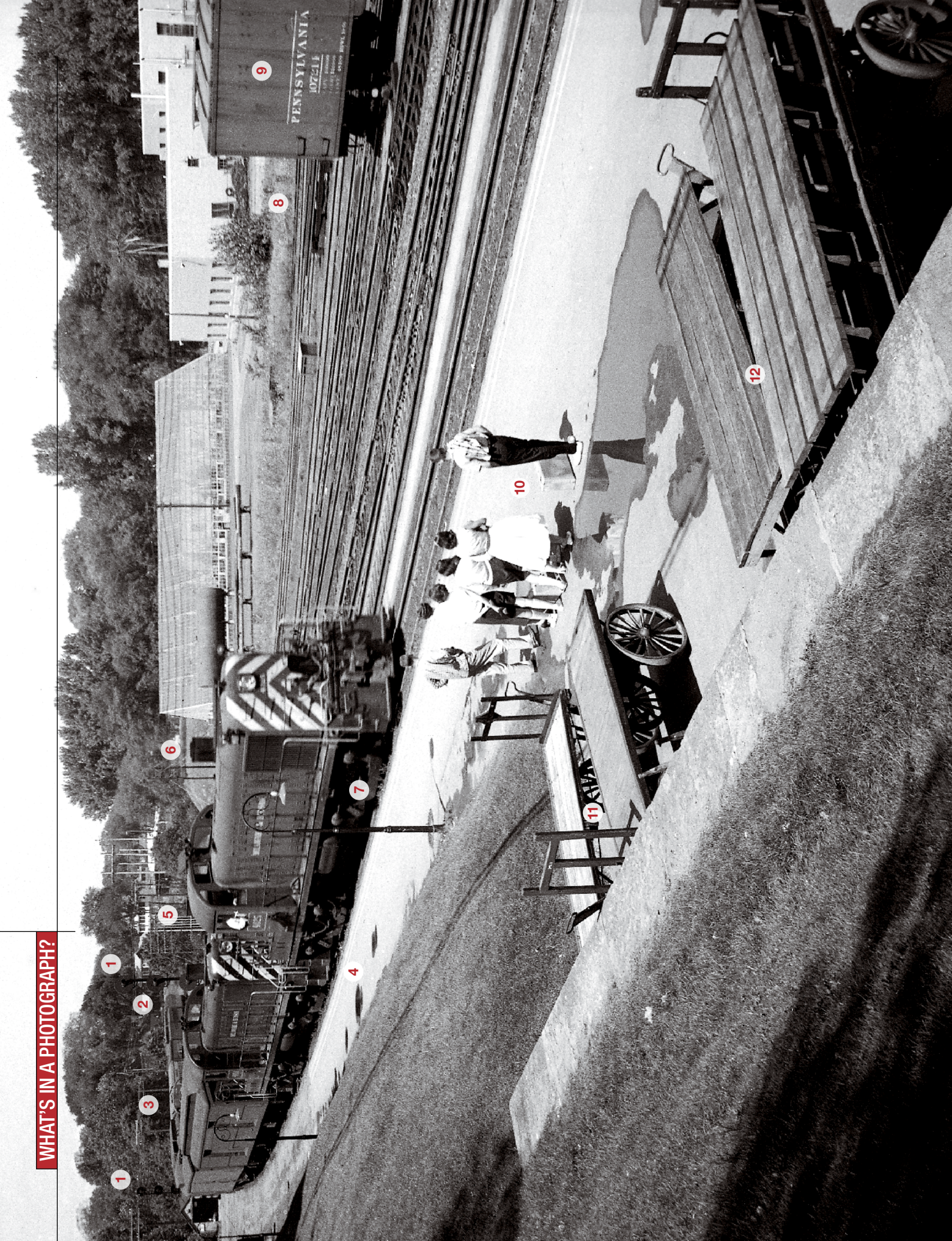
ARCHER

From sunlight to "storm light": Extra 9017 West, mostly empty reefers, comes under the second, or southerly, Lincoln Highway (U.S. 30) bridge at Archer (below) and S-curves down Archer Hill toward Cheyenne. Alco's Brooks Works in Dunkirk, N.Y., built the 4-12-2 in 1928.





WHAT'S IN A PHOTOGRAPH?



Double RS2s on the *Laurentian*

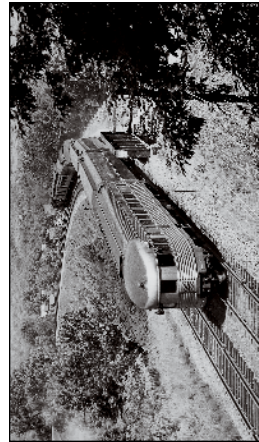
Delaware & Hudson's Montreal–New York City day train pulls into Plattsburgh, N.Y., on August 10, 1957

Text and photo by Jerry A. Pinkepank

The *Laurentian* was the daytime service operated by the Delaware & Hudson and the New York Central both ways between Canadian Pacific's Windsor Station in Montreal and NYC's Grand Central Terminal, New York City. The train was handed off between the two roads at the upper level of Albany Union Station. Operation was via CP trackage rights 14.1 miles between Montreal and Delson Junction, Quebec; D&H subsidiary Napierville Junction Railway 27.1 miles to the international boundary at Rouses Point, N.Y.; D&H proper 190.7 miles to Albany; and NYC 142.2 miles. Southbound train 34 left Montreal at 9:55 a.m., was at Plattsburgh (23.4 miles south of Rouses Point) at 11:53, at Albany 4:35 to 5:10 p.m., and into GCT at 8:45 p.m.

1 Signals. These Centralized Traffic Control absolute signals, facing north and south, protect the junction of the Plattsburgh yard with the single-track main line. The yard connected at only one end, curving away toward Lake Champlain, out of view to the right. The three targets each way allow display of a diverging route indication — besides the direct route into the yard for southbounds, there was a pocket track onto which northbound moves could divert.

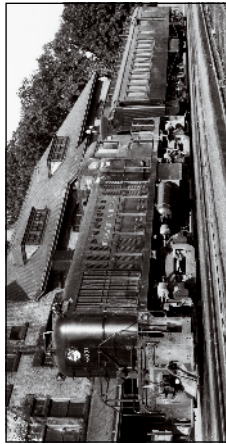
2 NYC parlor-observation car. In addition to New York Central and D&H coach-



An NYC parlor-obs on the northbound *Laurentian* at West Waterford, N.Y., 1951. Gene Baxter

es, the *Laurentian* carried an NYC Budd-built parlor-obs car for the length of its run. A D&H dining car was switched out at Albany and replaced by an NYC diner-lounge for the balance of the trip to Grand Central. The 35-minute stop at Albany allowed for switching, including some changes in the makeup of the mail and express cars, one of which this day is an express refrigerator car second behind the locomotives.

3 Yard switcher. Barely visible above the train's first baggage car, RS3 4070 is waiting in the pocket between the signals before continuing its work after the *Laurentian* departs.



RS2 4001 at the Plattsburgh depot with Lyon Mountain train, July 1947. L. A. Marre collection

The engineer on this job told the author that locomotives were used in Plattsburgh yard for only four days between wheel-turnings because the curvature caused so much flange wear.

Plattsburgh was the origin for the 23.5-mile Ausable Forks branch and the 36.3-mile Lyon Mountain branch, the latter hosting D&H's first diesels, in 1944, when S2 switchers were used to avoid an annual fire-prevention change from coal to oil fuel for the steam engines that had been operating on the branch. By 1957, a single RS2 or RS3 powered the branch trains, and this gave opportunity to rotate power in and out of the yard assignment between trips to Colonie Shops, north of Albany, for wheel truing by swapping units on passing through freights.

4 RS2s 4025 and 4021. They are running "elephant style" (nose to tail) because, to save joint-facility expenses, only one unit was used on D&H passenger trains between Montreal and Rouses Point. There was a 10-minute stop at Rouses Point to change from the Canadian (Napierville Junction) crew and to add the second unit as the new leader. These diesels resemble RS3s because of the battery boxes atop the frame behind the cab, but the giveaway is the fuel fill (with its accompanying stain) on the side of the cab. D&H RS2s 4000–4025 were delivered in November 1949 as freight units; around 1953, 13 were regearbed for passenger speed and equipped with steam generators by Colonie Shops. This required making space between the trucks for 1,600-gallon water tanks in addition to the existing 800-gallon fuel tank, which displaced the batteries to the new position. This enabled D&H to dieselize its passenger service without buying additional units.

5 Steam-generator exhaust stack. The homemade rectangular versions applied by Colonie Shops (barely visible behind 4025's cab) were much more prominent than those Alco supplied as original equipment on units built with steam generators.

6 Turbocharger exhaust stack. The original lengthwise alignment of this stack indicates an air-cooled turbocharger. These turbos had an unsatisfactory failure rate and Alco offered a water-cooled replacement that most customers, including D&H, eventually applied, indicated by a crosswise stack.

7 Journal-box covers. These indicate the units still have the solid "friction" bearings with which they were delivered, when low-speed freight service was expected to be their role. D&H later changed them out for roller bearings.

8 Spare rails. In a yard that wore out wheel flanges so rapidly, rail could be expected to wear at a high rate as well. Rail used in yards is usually "relay rail" that has seen prior service in a main line. The covered box nearby probably holds brake shoes for use by car inspectors. In this era any yard that originated trains would normally have carmen, although train crews could perform inspections at points without them.

9 40-foot boxcar. PRR 107214 is stenciled with the standard capacity and load-limit information, in this case capacity (top line) 100,000 lbs., which was a nominal figure, and load limit (second line) 120,900 lbs., which was derived by subtracting the light, or empty, weight (third line, 48,100 lbs.) from the allowable weight of 169,000 lbs. for a nominal 100,000-lb.-capacity car as determined by journal bearing size (greater weight requires larger bearings). Next to the third line is a reweigh stencil showing that the light weight was confirmed in October 1956.

10 Pullman case. The dimensions of the piece of luggage the young man is about to take aboard with him appear to be that of a Pullman case, a standard item that the Pullman Company told passengers "should not exceed 9½ x 30 inches." By comparison, the equivalent typical maximum size for an airline carry-on is 10 x 22 inches with an added limit of 13 inches depth, a dimension that was not critical in the deeper underseat space of a Pullman sleeper.

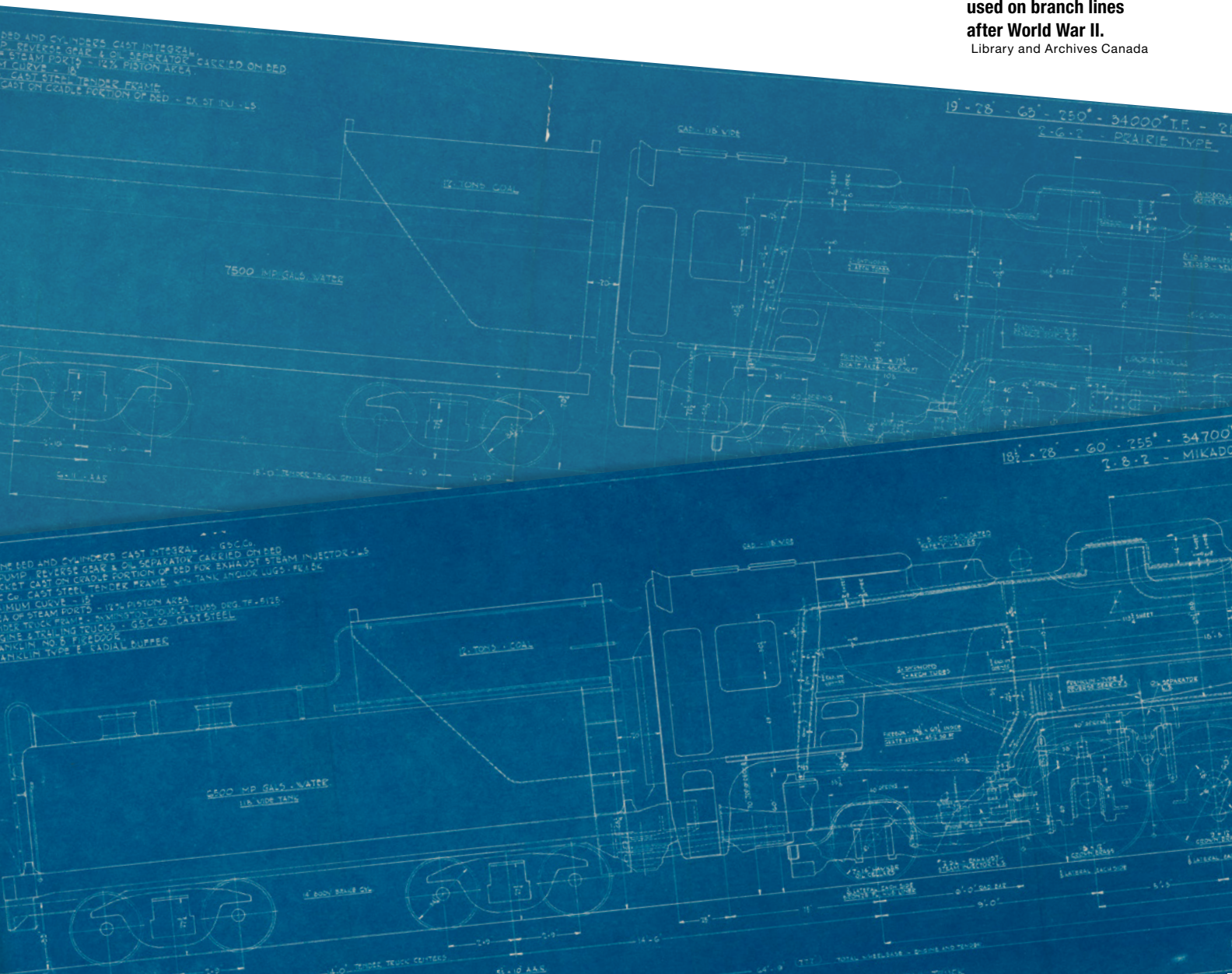
11 Baggage wagons. Also used for mail and express shipments.

12 Corpse wagons. Extra height was added to standard baggage wagons to make them level with baggage car floors, so that caskets contained in shipping coffins could be easily slid between the wagons and the rail car.

Canadian National's final steam locomotive designs

By Kevin J. Holland

Library and Archives Canada



Students of Canadian National Railways' motive-power history know that a group of 20 bullet-nosed 4-8-2 Mountain-type engines, delivered as green-trimmed Nos. 6060-6079 in class U-1-f between Octo-

ber and December 1944, were the last steam locomotives built for the CN system. Virtually unknown, however, are two new classes of CN steam power that were on the drawing board in 1944 and '45, envisioned by company officers for postwar branchline service. Thanks to CN headquarters files recently uncovered at Canada's federal archives, their story can be told here for the first time.

Although CN had been a pioneer in the introduction of diesel-electric technology to North American railroading — with experimental locomotives in mainline and yard service by the end of 1930, as well as a growing fleet of self-propelled passenger cars — the railway

squandered its reputation for internal-combustion innovation after a politically driven management change in 1932. [See "Mr. Brooks and the Beardmores," *CLASSIC TRAINS* Special Edition No. 4, *DIESEL VICTORY*, 2006.]

Even a decade later, with World War II under way, the CN system remained predominantly steam-powered, with diesel-electric switchers from Electro-Motive and Alco having only recently begun to make inroads in yard assignments. Not until 1947 would CN acquire off-the-shelf diesel locomotives for mainline assignments, first as an isolated evaluation on Prince Edward Island, and a year later in the form of Electro-Motive F3 units for road-freight service in Ontario and Quebec, and on U.S. subsidiary Grand Trunk Western.

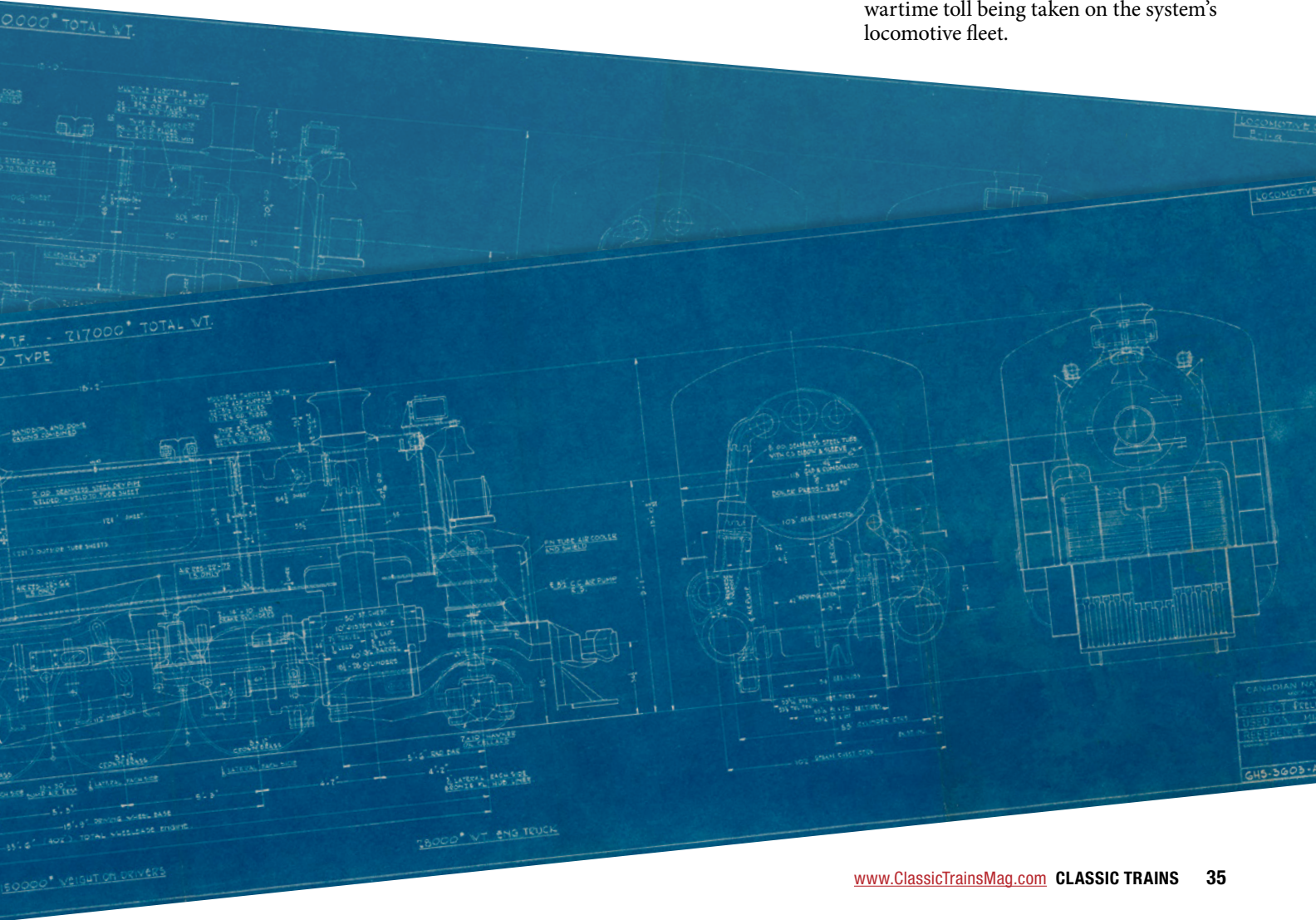
Until then, steam reigned supreme, both out on the road and in the thinking of the railway's senior officers.

THE TASK AT HAND

In early 1944, with the end of World War II not yet in sight, officers at CN's Montreal headquarters began to evaluate

the railway's 1945 locomotive requirements. Tasked with the initiative was CN's Research & Development Department, under the direction of Vice-President Starr W. Fairweather, in close collaboration with Chief of Motive Power & Car Equipment E. R. "Roy" Battley.

On March 7, 1944, CN Executive Vice-President N. B. Walton asked Fairweather to give some thought to the railway's potential locomotive needs for the following year. With a background in engineering and economics, and on the CN payroll since 1923, Fairweather evaluated the relative merits of acquiring new power versus renewing obsolescent engines already on the property, and on March 18, 1944, recommended to Walton that a minimum of 15 new 2-8-2 Mikados, with a tractive effort of approximately 50,000 pounds ("50%" locomotives in CN nomenclature) be ordered for delivery in 1945. New power, Fairweather concluded, was required because CN, in coping with elevated wartime traffic levels, had been "running miles out of its locomotives faster than they have been put in by repairs." CN's backshops, working at capacity, could not keep up with the wartime toll being taken on the system's locomotive fleet.





Typical of the elderly power engaged in branchline work for CN in the 1940s is 1912-built Ten-Wheeler 1354 at St. Jacques, Quebec, 41 miles north of Montreal on the Rawdon Branch, in September 1948. The perceived need to replace such engines led to the Prairie and Mikado designs.

Philip R. Hastings

Fairweather's proposal, which was submitted to President R. C. Vaughan on March 23, 1944, marked a departure from the CN system's wartime motive-power policy to that point, which had seen the delivery of 115 4-8-4 Northern-type locomotives (CN Nos. 6165–6264 and GTW Nos. 6312–6336) since 1940, in addition to the 20 pending U-1-f Mountains.

Canadian National hadn't acquired a Mikado since mid-1936, when five class S-4-b engines (Nos. 3801–3805) were delivered by the Canadian Locomotive Co. (CLC). The previous sizeable groups of CN system 2-8-2 engines had been in service for more than a decade by that point.

"I feel we are, if anything, rather overpowered with the heavier type locomotive," Fairweather wrote to Walton, "and that Mikadoes [*sic*] would be more useful than would additional Northern or Mountain type locomotives."

President Vaughan concurred, and the next day received approval from CN's board of directors for the purchase, at a cost of no more than \$150,000 each, of 15 2-8-2s for 1945 delivery. The Cana-

dian government approved the proposed \$2.25-million purchase on April 17, 1944 (a normal step at the time for CN capital expenditures), and provision for the Mikados was formally added to the railway's 1945 capital budget.

A CALL FOR NEW STEAM

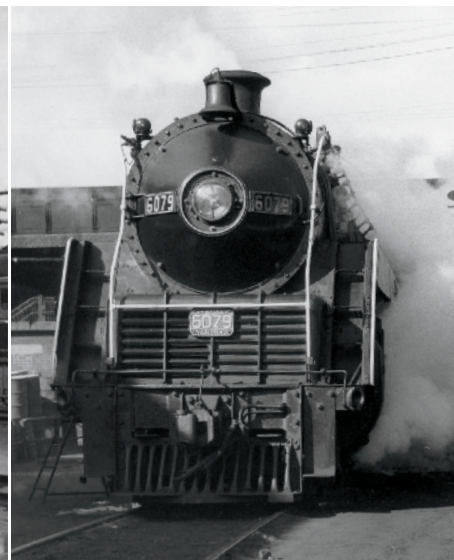
CN invited tenders from two builders — the Canadian Locomotive Co. of Kingston, Ont., and the Montreal Locomotive Works (MLW) — for construction of the 15 Mikados covered by the railway's Specification L-42-B, dated April 1944.

CLC declined to submit a bid, and on June 12, Vice-President of Purchases & Stores D. McKee Ford advised Vaughan that MLW's best price was \$160,250 per specified locomotive. Ford opined that this pricing compared unfavorably to the \$163,500 unit price for 30 class U-2-h Northern delivered in 1943, and the \$160,000 per-engine price for the 20 soon-to-be-built U-1-f Mountain types. Compounding the cost concerns was the possibility of revising the specified Vanderbilt tender (the type with which

the Northern and forthcoming Mountains were equipped) with a conventional rectangular tank design, a change that would have added \$3,365 to the price of each locomotive.

An Allied commitment under which Canada was to produce 100 steam locomotives for "pending military operations in India and Burma" explained CLC's inability to bid on the CN engines. Further, because of steel allocation, MLW could deliver only five of the Mikados before the end of 1945. (Canadian Pacific was under similar pressure with its 1945 locomotive requirements, with an order for 110 class G5 light Pacifics reduced to only 35 engines by these same wartime materiel and production-space restrictions.)

With little prospect for more than a handful of the CN Mikados entering service before the end of 1945, Ford advised Vaughan on June 12, 1944, that, "In view of the circumstances and the high price quoted, I could not recommend the purchase of these locomotives at this time, unless they are very urgently required." Fairweather agreed, telling Walton on June 20 that "it would be un-



CN's last new steam — 4-8-2s 6060–6079 — arrived in late 1944. Their front-end styling, modeled by No. 6079 (above right) inspired the moniker “Bullet Nose Betty.” Many, like No. 6060 (above left), had their nose cones removed; the postwar engines would have resembled them.
6060, Hal Lewis; 6079, Jim Shaughnessy

wise to purchase Mikado locomotives at the price indicated.” An engineering compromise — substituting a fabricated locomotive frame for the specified General Steel Castings one-piece design — would have saved \$7,700 per engine, but was rejected by the railway.

A SMALLER SOLUTION

Fairweather, who still believed the purchase of additional large steam locomotives was unwise, focused on another area of motive-power concern. In his June 20, 1944, memo to Walton, he said that “In the circumstances, I think that the Company should turn its attention to considering its lighter power situation with a view to getting bids on locomotives of the Pacific type for passenger service, and also for light locomotives suitable for branch line freight service. It might be possible to develop a composite type for light service which would perform the same function on branch lines as our Northern type locomotives are performing on the main line.”

Wasting no time, on June 22, 1944, Walton convened a committee (comprising Fairweather as chairman; Chief Engineer H. A. Dixon and designates; Chief of Motive Power Battley; and Chief of Transportation J. W. Wardlaw) to “study our further needs for locomotives, with special reference to branch line requirements.”

From this Small Locomotive Committee over the summer of 1944 grew a proposal for a new design of steam locomotive with approximately 30,000

pounds of tractive effort and a weight of between 120,000 and 126,000 pounds on drivers. The minutes of the Committee’s October 5, 1944, meeting made it clear that “Mikado type locomotives are not to be considered,” with this original note underlined boldly in pencil on Fairweather’s copy. There was disagreement among Committee members regarding tractive effort and weight on drivers, with Battley having issued a general arrangement drawing on September 6, 1944, for a 2-6-2 Prairie-type locomotive — a wheel arrangement not previously represented on the CN roster, and which had not been built for a major North American railroad in decades — producing 34,000 pounds of tractive effort. The concerns of Fairweather and other members stemmed from CN’s several thousand route-miles of lightweight track and bridges, and the Committee undertook a survey of mileage over which both weights of proposed locomotive could reliably and economically operate.

The general arrangement drawing (6HS-3535-A) prepared under Battley’s supervision depicted a 2-6-2 sharing strikingly modern design elements with the U-1-f 4-8-2s. Among the most obvious similarities were a vestibule cab with angled face, a combined sand-box and steam-dome casing, and a fin-tube air cooler and air-pump shield (with CN cast number plate) mounted atop the pilot. Other CN family traits were the angled, illumi-

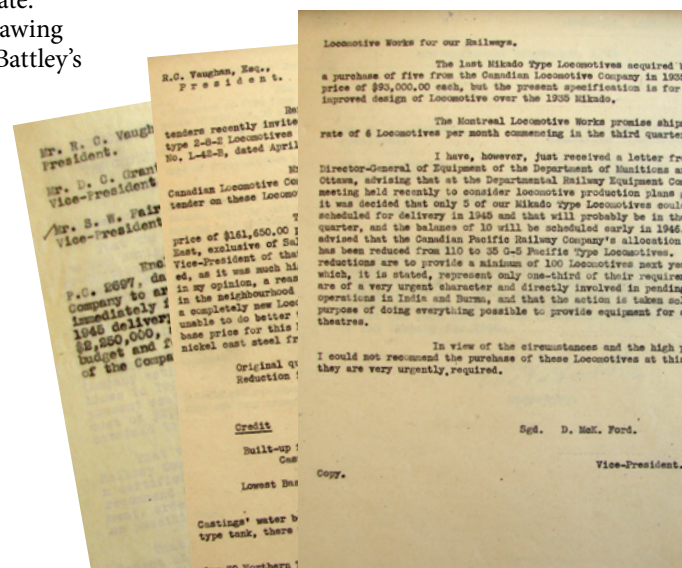
nated number boxes and the bell mounted at the top of the smokebox. Harder to see were the General Steel Castings one-piece engine and tender frames. The rectangular tender, riding on four-wheel trucks, could hold 12 tons of coal and 7,500 Imperial gallons of water.

FULL CIRCLE

Meeting on November 29, 1944, the Small Locomotive Committee summarized its basic design criteria. It sought an engine with the necessary tractive effort to satisfy the Transportation Department; reasonable weight on drivers; a short wheelbase to prevent large expenditures

Correspondence from 1944 and '45 among CN officials sheds light on the railway’s motive-power requirements and the proposed lightweight 2-6-2 and 2-8-2 designs.

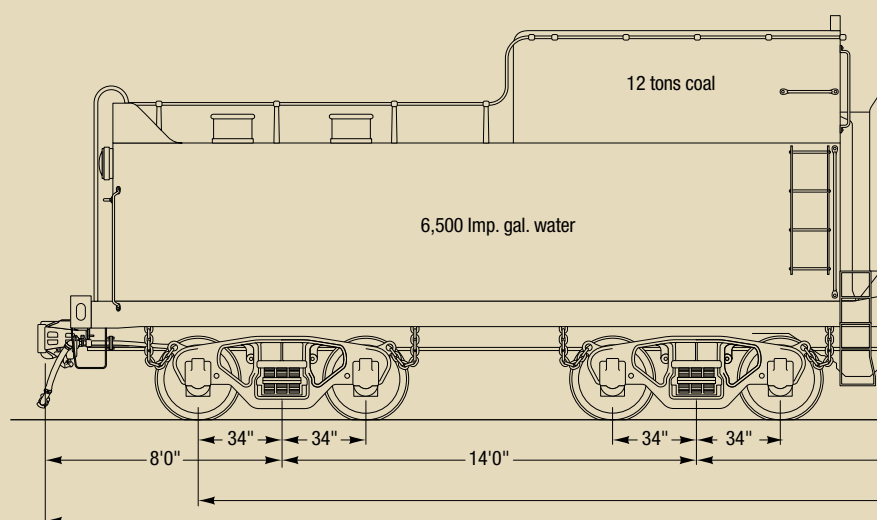
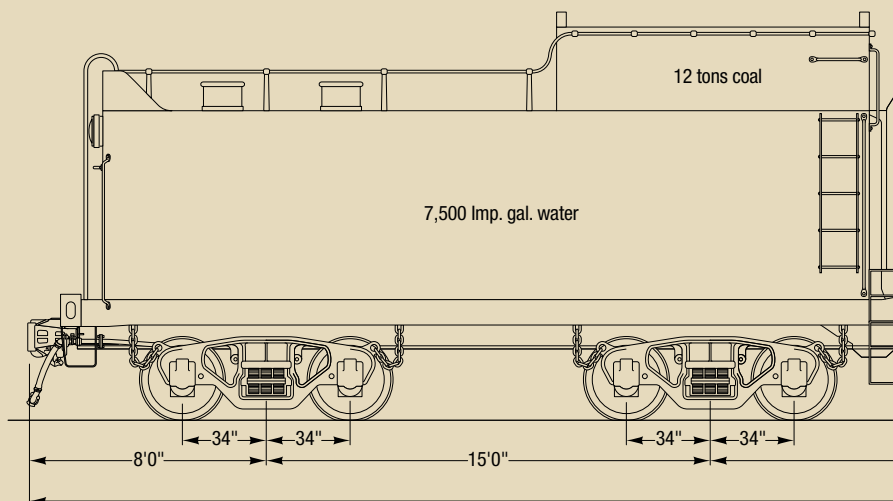
Library and Archives Canada





CN's 2-6-2 and 2-8-2 THAT WERE NOT TO BE

What would CN's postwar branchline steam locomotives have looked like, had they been constructed? The blueprints author Kevin Holland found in the Library and Archives Canada collections [pages 34–35] show the various dimensions and mechanical arrangements of the two designs, but they were intended to be preliminary engineering documents, not visual representations of the two locomotives. Also, they omitted certain details that, while incidental to the overall design, are important factors in the “look” of a locomotive. So, we asked CLASSIC TRAINS Lead Illustrator Rick Johnson to prepare these line drawings. The blueprints were his principal reference source, augmented by photos of CN locomotives, particularly the U-1-f Mountain types that were under construction when the new 2-6-2 and 2-8-2 designs were being developed. — R.S.M.



on maintenance-of-way and structures; and economy of maintenance. The meeting minutes recorded that “The question of a Prairie type locomotive with an axle load of 47,000 pounds was considered, but it was felt that it would not be satisfactory for branch line service.”

Reversing its prior stand, the Committee concluded that “the Mechanical Department should design a Mikado type engine with weight on drivers of approximately 36,000 pounds, with a tractive effort of 35,000 pounds, using 60” diameter driving wheels with a wheel base of 15' 9” or less if possible.”

By early January 1945, Battley and his draftsmen had produced a preliminary Mikado design bearing a strong resemblance to CN's just-delivered U-1-f Mountains (but lacking the latter's conical nose), as well as the recently shelved 2-6-2 Prairie drawings. The Mikado in

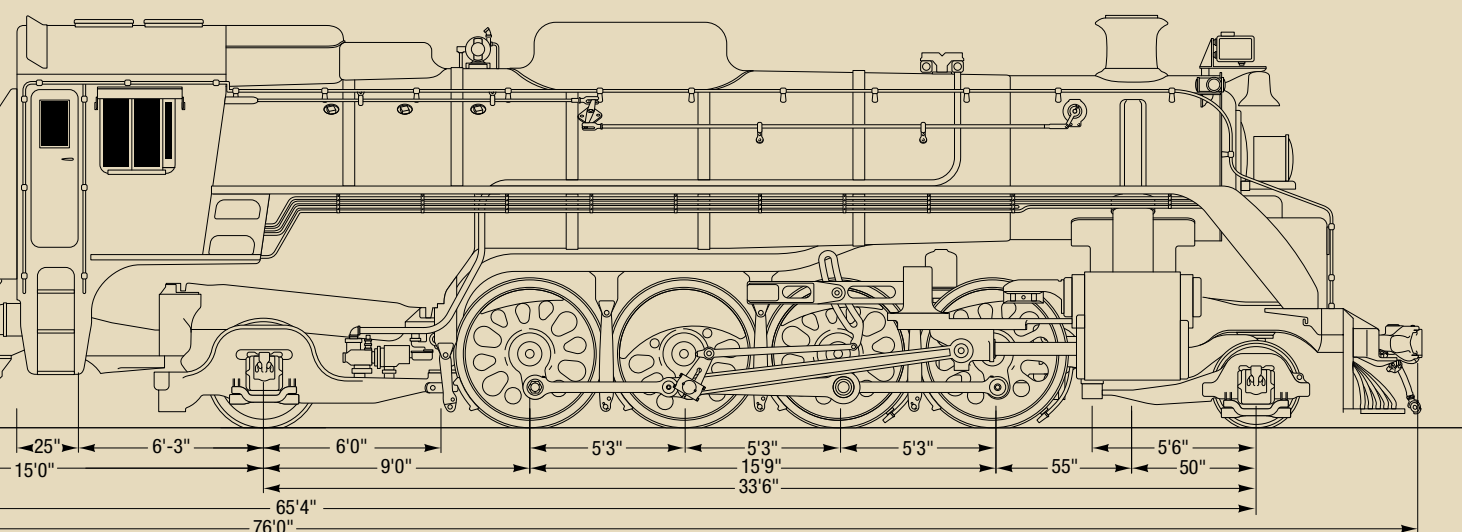
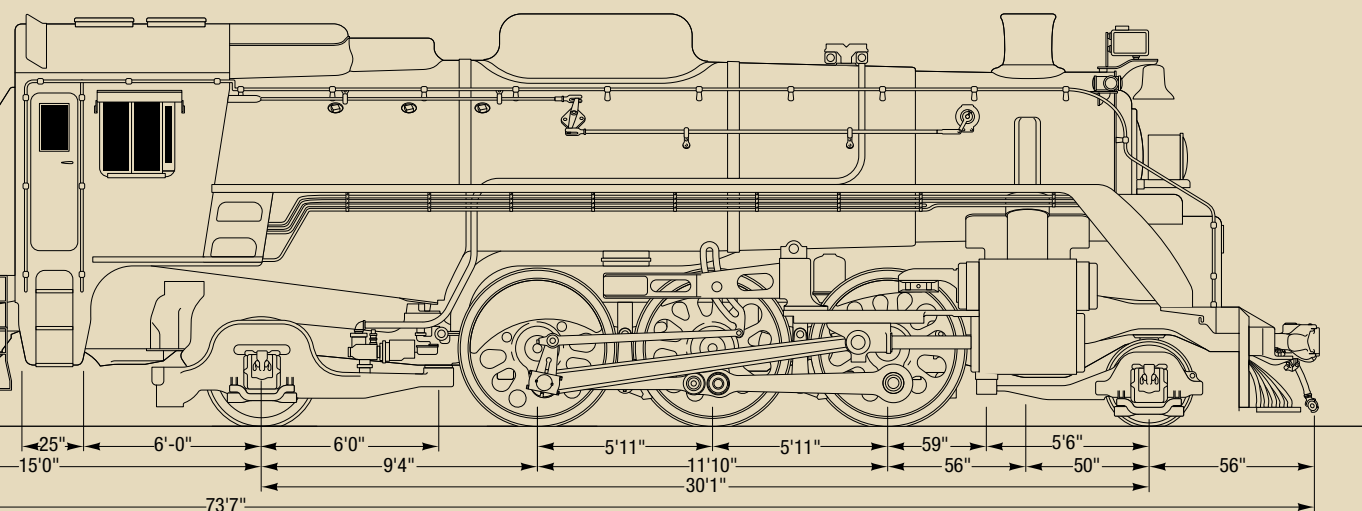
CN drawing 6HS-3603-A displays the same elegantly flanged stack applied to the U-1-f engines, and reveals some indecision regarding placement of the bell and illuminated number box. As originally drawn, the bell was mounted forward of the stack, but was moved to hang from the bracket that also supported the number-box fixture.

In a January 25 memo to Walton, Battley summarized the mechanical basics of his proposed Mikado. Total weight on drivers was 150,000 pounds. Driver diameter was 60 inches, a 3-inch reduction from the Prairie specs, and Battley anticipated a well-balanced engine easily capable of Fairweather's requested 50-mph maximum speed. While the rectangular tender carried the same 12 tons of coal as the Prairie specification, the Mikado's water capacity was reduced to 6,500 Imperial gallons — an operational sacrifice

intended to trim overall weight for this branchline design.

The Committee met again on January 31, 1945, and Fairweather's minutes record that “members present were unanimously in favor of accepting this design as a standard engine to handle freight and passenger trains on branch lines.” The group recommended that 20 locomotives be built to this design, subject to a final economic assessment. On February 10, Battley described a scenario to Chief of Research J. E. Gibault under which additional new Mikados could displace as many as 80 obsolete 4-6-0 Ten-Wheeler and 2-8-0 Consolidation locomotives on secondary lines, with a considerable savings in maintenance and operating costs.

After almost a year of planning, Walton advised V.P. of Purchases & Stores Ford on April 26, 1945, that the Com-



mittee had “worked out a design which appears to be thoroughly economical and suitable for burning rather inferior coal.” Walton concluded his letter to Ford by confirming his “intention to request the construction of twenty of these locomotives for 1946 delivery as soon as the economics of the situation have been worked up. I will make a full report and recommendation to the President, and this matter will be dealt with as promptly as possible.”

Alas, the headquarters file contains no further correspondence on the matter. More conclusively, though, no additional steam locomotives were built for the CN system.

TURN OF THE TIDE

Canadian National Research & Development Department file 4220-62

stops frustratingly short of providing a reason for abandonment of the Mikado project, and available President’s Office files are equally unrevealing. The calendar, however, provides a clue.

Allied forces were advancing toward Berlin in late April 1945, and Walton’s enthusiastic letter to Ford was written the day before Italian dictator Benito Mussolini was captured by partisans. Less than two weeks later, Adolf Hitler was dead and the war in Europe was over. Even as hostilities continued in the Pacific through the summer of 1945, Fairweather and his CN headquarters colleagues could breathe a collective sigh of relief.

Despite these ultimately unbuilt Prairie and Mikado designs being planned as “postwar” locomotives, it appears that Fairweather’s traffic-level caveat held sway. By spring 1945, with Allied victory

in sight, it had become clear that short- and medium-term system traffic levels could be handled by CN’s existing locomotive fleet, even allowing for retirement of the most antiquated power.

With wartime pressures abated, CN system backshops could again cope with demand for steam-locomotive repairs, throwing another wrench into the cost-benefit calculations that had encouraged consideration of postwar steam purchases.

Although its modern steam-locomotive designs had served CN well, and would continue to do so for another 15 years, within 2 years of the war’s end Fairweather, Battley, and their headquarters associates would begin moving the railway, methodically, toward inevitable dieselization.

For Canadian National steam, the tide had turned. ■



Waiting your turn

Sometimes, diamonds are
not a passenger's best friend

Text and photo by Steve Patterson



As the *Yampa Valley's* PA waits for a slow freight to clear, a passing flatcar reveals a surprise beyond — a late-running *California Zephyr*!

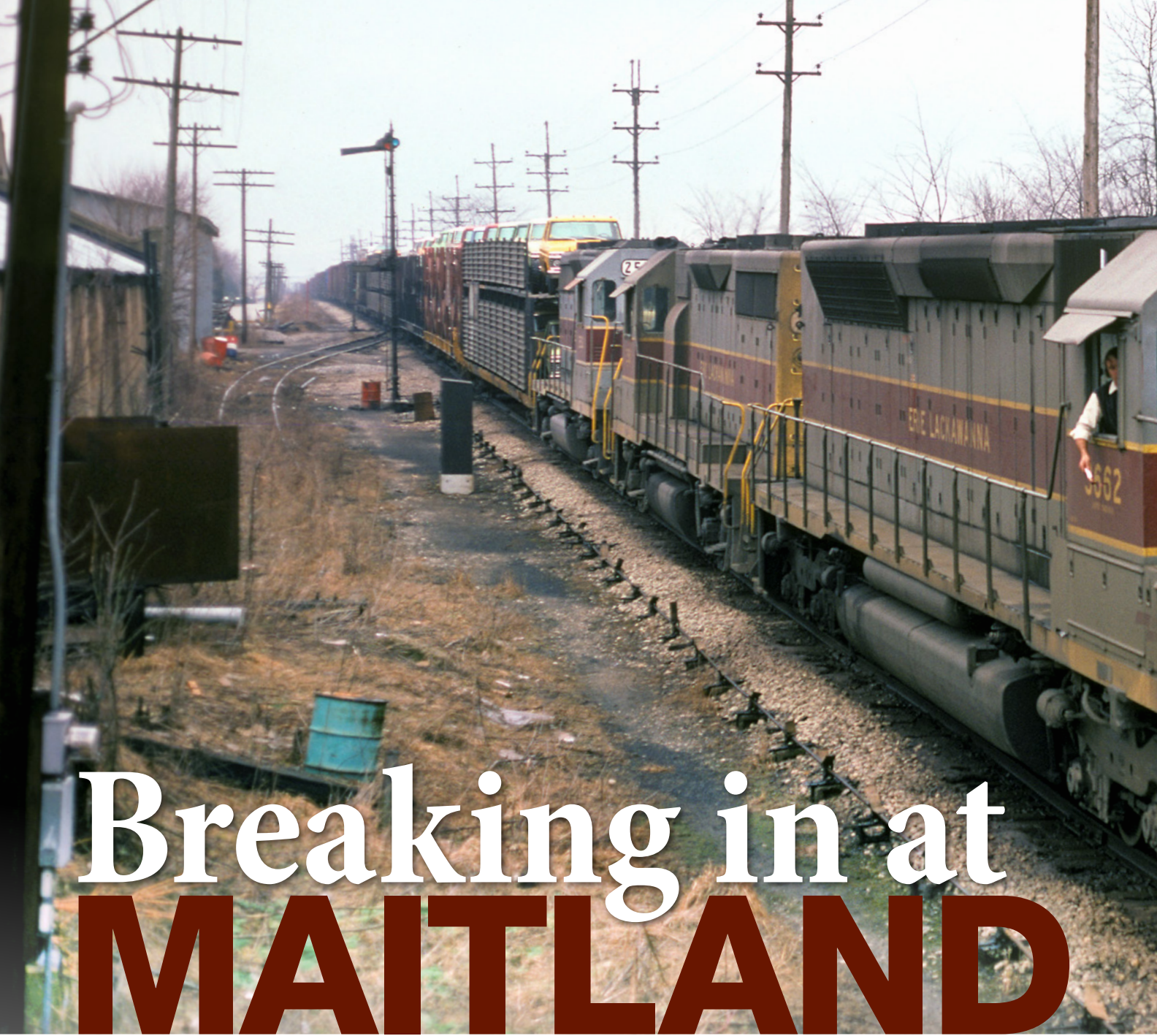
ON THE LAST DAY OF 1966, you're aboard Denver & Rio Grande Western Alco PA No. 6013 on train 9, the *Yampa Valley*, having just left Denver Union Station on time at 9:05 a.m. to begin its daily 231-mile run to Craig in northwestern Colorado. However, you haven't gotten very far — only about five city blocks to the 23rd Street crossing. This is the non-interlocked, stop-and-proceed, first-come/first-served intersection with the two tracks leading from Burlington Route's 38th Street yard, off to your right about a half mile, south toward CB&Q subsidiary Colorado & Southern's Rice Yard. Just to your right is the Q's 23rd Street roundhouse.

You're blocked by a southbound freight movement, coming from 38th Street and bound for Rice Yard. As it passes, an empty flatcar provides an opening that reveals, stopped beyond, the *California Zephyr* from Chicago, already an hour late and now getting later. The *CZ* has come in past 38th Street and curved around to the north on a connection track to Prospect Junction prior to backing into Union Station. On the *CZ's* track are

chunks of ice that have fallen off other passenger cars clattering over the diamonds.

D&RGW 9 and 10 were given the name *Yampa Valley Mail* in 1954. The word "Mail" was dropped in 1963, but the trains kept a working RPO until 1965. The runs were discontinued on April 7, 1968, while the *California Zephyr* lasted until March 22, 1970, succeeded by D&RGW's own *Rio Grande Zephyr* to Salt Lake City.

Where the freight is crossing is now BNSF-owned, CTC-controlled double track. This is the main freight corridor through Denver leading south to the Joint Line (BNSF and Union Pacific) to Colorado Springs and Pueblo. The track holding the *CZ* is gone, while the *Yampa Valley's* track handles Amtrak's *California Zephyr* in and out of Denver's rebuilt Union Station, now also a terminal for RTD electrified light rail and upcoming commuter rail networks. In fact, you could not take a similar "open" photo today here from the cab of a P42 on Amtrak's *CZ* because the soon-to-open RTD commuter line to Arvada and Golden bridges right over the diamonds! ■



Breaking in at MAITLAND

In 1973 at an Ohio tower, a rookie EL operator catches both a good break and a bad one

By David Birckbichler • Photos by David P. Oroszi

Say “operator” and most people outside of railroading will think of a person running a telephone switchboard. Railroad “operators” predated Alexander Graham Bell and Thomas Watson, using telegraphy to communicate with other operators down the line plus their immediate superior, the dispatcher,

to facilitate the safe movement of trains.

In 1973, Erie Lackawanna still employed 40 operators across its Marion–Kent (Ohio) district to expedite train operations. I was hired in spring ’73 to help fill vacation vacancies over this territory. It proved to be an educational, but at times challenging, experience.

Railroad operators were based at stra-

tegic office locations, hence the terms “station operator” and “tower operator,” the latter often being at junctions with other railroads. My brief training period began at the relatively quiet Maitland tower in Springfield, Ohio, whose operator controlled the crossing of EL’s Marion–Dayton branch with the Detroit, Toledo & Ironton main line. Neither line



Viewed from the tower stairs, the engineer on Erie Lackawanna SDP45 3662, leading a Marion–Dayton train, leans out to drop a message to the Maitland operator. The date is February 17, 1975, less than two years after the author broke in here briefly as a relief operator.

R. M. Leach, David P. Oroszi collection

was heavily used, with perhaps 12 trains per day, total, passing the intersection.

On the compass, DT&I through Maitland ran northwest-to-southeast, while EL ran northeast-to-southwest. The tower was west of the diamond. Penn Central had trackage rights on EL between Cold Springs and Glen Echo on its ex-New York Central Dayton–Bellefontaine route to bypass downtown Springfield.

Both lines at Maitland were “dark,” *i.e.*, without intermediate lineside signals. The trains moved on the authority of

written orders dictated by dispatchers via phone to the operator, who copied and then physically delivered them to the train crews. The operator controlled the signals guarding the intersection.

Finding Maitland

When the EL chief dispatcher in Marion told me to go “down by Springfield” to Maitland, he must’ve assumed that people other than railroaders had heard of the place. Railroad-named locations often are not known by the locals,



This view looking southeast shows the dilapidated look of Maitland tower, consistent with owner Erie Lackawanna’s “weak financial condition that precluded modernization.”



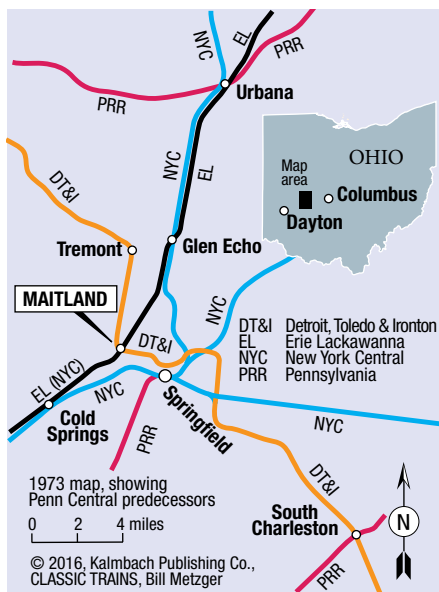
Eastbound by timetable, a PC freight headed for Bellefontaine, Ohio, is led by GP40 3244 as it crosses the DT&I diamond August 30, 1970.

as I found out when I stopped in Springfield to ask directions. I had a personal interest in railroads and mistakenly thought others did too.

I found my goal by following one track until it crossed another, where I saw the classic two-story interlocking tower, basking in a warm April sun. On it were signs reading MAITLAND as well as the letters “NY.” Inside I encountered a friendly young fellow who assured me I had indeed found the right place. NY, of course, was the old telegraph call by



A Detroit, Toledo & Ironton GP40/GP38 duo passes the tower on March 12, 1972, with a train for Springfield yard. DT&I's route to Cincinnati was from South Charleston on PRR until Conrail began; DT&I then got rights via a new Maitland connection and Dayton on the former NYC.



which the tower was also known.

The office upstairs was fascinating. The telegraph had been replaced by a modern telephone on the EL side, on which the “op” contacted the dispatcher in Marion. DT&I still maintained track-side communication wires, whose pole crossarms carried block and dispatcher phone lines. Employees in all DT&I offices from the Detroit area to the railroad’s south end at Ironton, on the Ohio River, could connect by inserting a stylus into the appropriate hole in a wooden jack box. At the desk, an accordion-like appendage for speaking into, and a single earpiece for hearing, provided the user the capability to participate in, or simply listen to, this big “party line.”

On the wall hung delivery forks, Y-shaped wooden poles upon which train orders, fastened with string, were handed up to crews as their train rumbled by an arm’s-length away. Maitland’s block, train-order, and home signals were

semaphore blades raised and lowered by hand from inside the tower, using mechanical grip (“armstrong” or “strong-arm”) levers that protruded through the office floor from the interlocking machinery below. Throwing these levers required some physical exertion depending on how many rods and mechanical joints were between you and the signal.

While most engines and cabooses were equipped with radios, as EL emblazoned on the side of its equipment, Maitland had none. Red, yellow, and green kerosene lanterns, plus red flares and flags, were there if needed.

An empty soup can painted red was there to place atop any lever handle that governed movement to a track taken out of service for maintenance or inspection. A battered rolltop desk sat unused in one corner, probably a remnant of when the operator doubled as a freight agent. The first-trick man (8 a.m.–4 p.m.) still had the title of agent-operator and was paid 21 cents per hour extra for agent’s work. Outside across the EL track was an out-house for the operators’ use. Likely owing to EL’s weak financial position that precluded modernization, Maitland still existed as it had for decades.

And . . . action!

After “posting” (training) for two days, I was on my own, honored to become an agent-operator. The first-trick man had started vacation. I was a little nervous but had resolved to follow all rules and be a good employee, and my first solo day passed uneventfully. Then came day two, and with it a student to post with me. Calmly I was explaining Maitland’s workings when the operator at Cold Springs, 4 miles west, reported EL’s eastbound Dayton–Marion train 98 by him. Then the DT&I dispatcher, in

Dearborn, Mich., rang to say he had a northbound out of Springfield yard for which a train order had to be copied and delivered.

Neither copying train orders nor having two trains approach at once happened often at Maitland. Of course, every dispatcher wants his train to be given priority, especially at a sleepy intersection like Maitland. Quickly I called my dispatcher for permission to display a clear signal for 98. No answer.

I put the student on that task while I copied the DT&I order instructing the northbound to take siding up the line for two southbound trains. By then my student had the Marion dispatcher on the phone, from whom I obtained a clear block east and lined the signals for 98 while the student repeated the DT&I order back to the dispatcher. When 98 was past, I had the orders ready and handed them up to the northbound DT&I crew. All this accomplished, I felt smug about my efficiency and towerman expertise. My quiet celebration was premature.

The next morning brought another visitor, not a student but the local DT&I trainmaster. He wasn’t happy. My meet order had a flaw, neglecting to include “South” after the second engine number of the two trains the northbound was to meet. The attentive crew wanted a correction (accomplished by DT&I’s operator at Springfield yard) and was thus delayed. My weak excuses of being new and having a student helping were sternly brushed aside.

I spent the remainder of my trick uneventfully running a few trains but angry with myself. I certainly was looking forward to 4 o’clock and the arrival of the second-trick man. Four o’clock came and went, but he didn’t show up to relieve me. By 8 p.m. or so I finally gave up



On December 1, 1974, EL 2574 East passes Maitland tower, repainted from gray and green to red and sporting new train-order signals, which replaced semaphore types between spring 1973 and late summer '74.

hoping for his arrival and called my dispatcher. He was about as unhappy as the DT&I trainmaster had been, telling me I had already violated the 9-hour maximum federal hours of service limit for operators to be on duty. Calling him now was pointless, he said. What could he do 61 miles away and 4 hours into second trick? He did suggest, though without ordering me to do so, that I stay on duty.

Catching a good break

In retrospect I suspect my dispatcher knew the guy well, because he arrived about 9 p.m., although not in the best condition. When he stopped at the top step to the office and answered nature's call in the glaring headlight of EL's approaching Dayton-Urbana local, I knew my problems weren't over. I didn't know where he had been but certainly knew of at least one thing he had been doing.

He was happy, however, and confident in his abilities to function. I offered to stay, worried that some calamity might occur with him in the chair, but he brushed aside my concerns and promised repeatedly to come early someday to make up the time. I could not claim any pay for the 5 extra hours I stayed, as it would document an obvious violation of hours of service and prompt a disciplinary hearing with which nei-



Bypassing downtown Springfield, Penn Central 3169 West has a high green on the semaphore home signal as it nears the DT&I diamond at Maitland on May 21, 1972. Beyond Cold Springs, PC (former New York Central) and EL operated a parallel joint double track into Dayton.

ther he, me, nor the powers-that-be would be happy. Hesitantly, I left. Still worried, I stopped at Glen Echo, the next office toward Marion, and outlined my concerns to the operator. Again I involved someone who could do nothing and really didn't want to know. He did remind me that signals are interlocked and conflicting routes could not be lined.

Driving home, I figured my railroad career had ended. It hadn't. I never heard another word about the train-order mistake, my relief man's inebriated condition, or my hours-of-service violation because of him. The lesson was clear, really: Do your job, try not make somebody else's job harder, and expect neither sym-

pathy nor praise. Sometimes you catch a bad break, sometimes you get a good one. I got both in one day at Maitland.

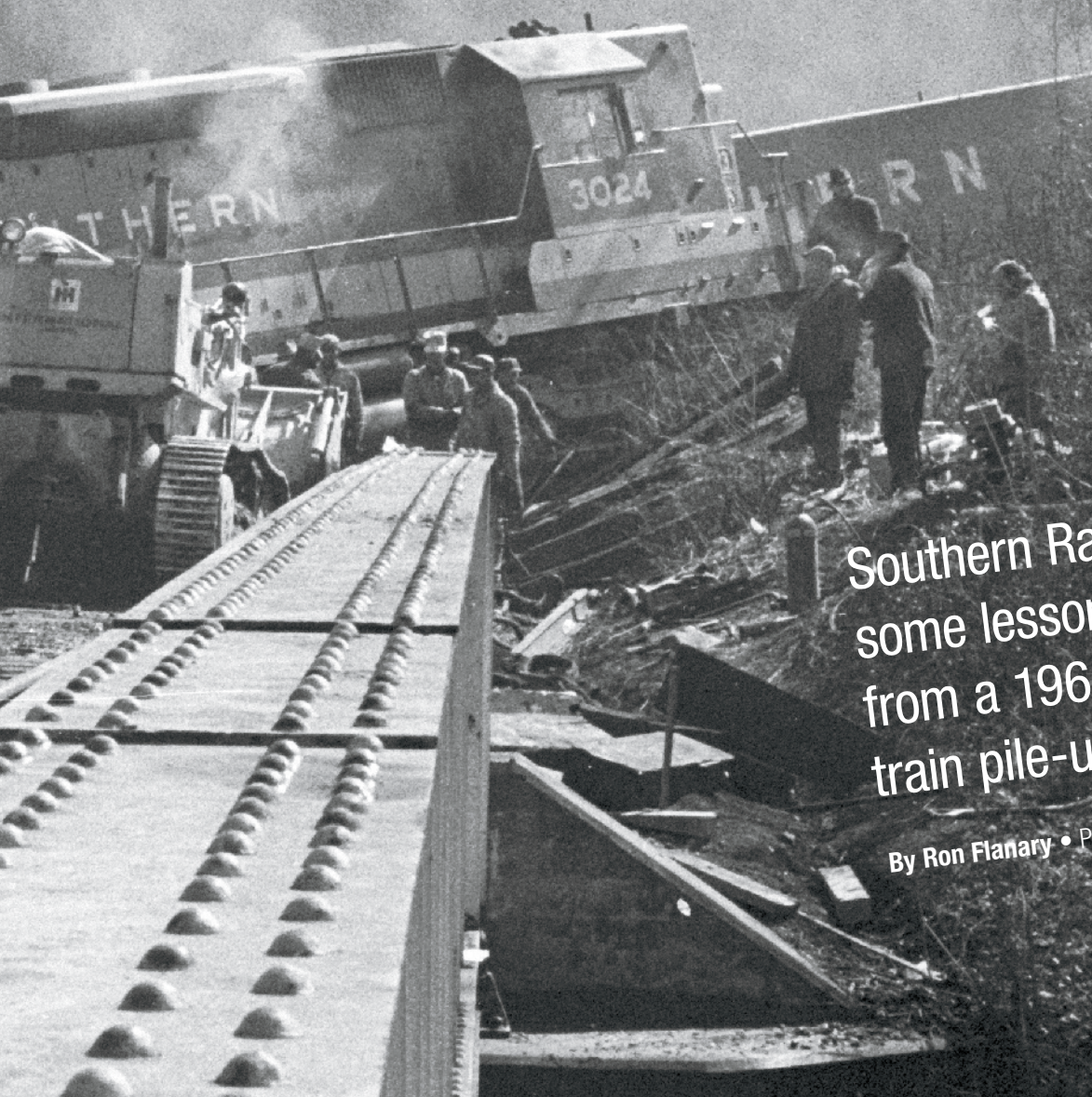
A tidal wave of change in the next decade swept away Maitland tower (which closed March 7, 1979), Erie Lackawanna, and many good people's jobs, including those Marion District operators and dispatchers. My short time at "NY," or Maitland, if you prefer, "down by Springfield," was really a great introductory lesson in employee survival. The day a business hires more than one worker, interactions begin. Oh yes, the second-trick man did come in an hour early the next time he relieved me. I guess he knew the hours-of-service law. **LT**

CALAMIT

AT



Y GLENITA



Southern Railway learned
some lessons in technology
from a 1968 Virginia coal
train pile-up

By Ron Flanary • Photos by the author



At 8:45 p.m. in the winter darkness of Wednesday, February 21, 1968, the headlight of Southern Railway SD35 3058 began

to pick up details of the huge rock face at the west (by timetable, north by compass) face of Natural Tunnel, in the western extremity "foot" of Virginia. The evening unit coal train from Appalachia, Va., was whining downgrade with its seven EMD diesels in full dynamic braking. This enormous natural passage through Purchase Ridge near the community of Glenita, Va., today remains a unique wonder of American railroading. It had first been utilized by the South Atlantic & Ohio Railroad as the

SA&O pushed from Bristol west to Big Stone Gap, Va., in 1888-89. Although a short man-made tunnel had to be blasted through a rib of rock in the middle of the natural portion of the cave-like passage, as well as another at the east side, Stock Creek had done the hardest work by eroding a passageway through the mountain over millions of years.

Engineer Earl Barker's eyes flashed

back and forth to the track, the air-brake gauges, the speedometer, and his dynamic brake setting. A late crew call time at Andover because of delays in loading the train at the Westmoreland Coal Co. transloader, plus a 30-minute stop to meet a westbound at Tito siding, north of Duffield, would mean Barker and his on-board colleagues would arrive at the crew-change point of Bulls

Amidst the carnage of the 11 "Silver-side" coal gondolas that derailed, two have demolished the front porch of a small trackside home, which fortunately was vacant.





In the 1960s, railroads still cleaned up their own wrecks and helped each other out when necessary. Norfolk & Western 250-ton diesel derrick 514925 has been called down from Bluefield, W.Va., on February 23 to attack the derailed 200-ton mid-train SD35s because steam-powered wrecker W-50 of Southern subsidiary Interstate Railroad can lift only 150 tons.

Gap, Tenn., near midnight, rather than the more typical 7 p.m.

In Earl's charge was the 93-car Belmont unit coal train — a long black snake powered by four SD35s up front, with three more SD35s and a radio receiver car 43 cars deep in the consist. Earl controlled the unmanned mid-train units (or "slaves" as Southern called them) from the head end via the radio car. The train was 12,500 tons of steel and aluminum hauling bituminous coal for Duke Power's G. G. Allen steam power plant at Belmont, N.C., near Charlotte. From the top of the grade $2\frac{1}{2}$ miles back at Sunbright, Earl had been gingerly handling this heavy linear beast down a 1.7 percent grade and through curves up to 12 degrees. But Natural Tunnel was really tough — an extremely tight, 18-degree right turn, then immediately an 18-degree left curve, all on a steep grade.

The headlight was consumed by the small mid-tunnel bore, but in an instant,

the train was squealing around through the reverse curve into the "amphitheater" of the tunnel. The bright beam from 3058 reflected dimly off the dark walls of the enormous hole in the ground. Earl made note of his speed: 15 mph, the exact restriction dictated by the Division timetable's special instructions for Natural Tunnel.

The grade eased as the train continued down the narrow valley formed by Stock Creek, and onto a half-mile tangent. On the right, the lights of the Red Stone drive-in restaurant at Glenita were still bright, and a few patrons were finishing up their meals. Earl briefly smiled as he recalled the local nickname for the eatery, the "Red Bone."

The grade continued to lessen as the train crossed the first of three bridges over the meandering Stock Creek at Glenita and entered a left-hand curve, then a very short tangent, then a 10-degree right-hand curve. Earl's intensity

began to lessen as he knew the worst of this stretch was behind him. He had just glanced at his speed (around 16 mph), air-brake gauges, and the setting for his dynamic brakes when a loud rush of air told both crewmen in 3058's cab that the air brakes had gone into "emergency." The air-brake gauge dropped rapidly as train-line pressure was lost. There was no abrupt run-in from the rear. As the brake shoes began to take effect to slow and then stop the heavy train, head brakeman Roy Burke was already up and digging through his grip for his lantern and gloves.

"WE GOT A BIG MESS BACK HERE"

No matter what had happened, the train had to be "walked" from both ends. On the caboose, the conductor radioed to Earl, saying he would protect the back



Similar 250-ton Industrial Brownhoist diesel derricks Clinchfield 1402 (top) and Southern D-1 (above) worked at Glenita. Clinchfield's was used first because D-1, based at Knoxville, Tenn., wasn't available on the 22nd. After it arrived on the scene, the 1402 went home to Erwin, Tenn.

of the train and send his flagman forward to meet Burke at some point. What could have happened to cause the train's air brakes to "shoot"? It could have been as simple as a ruptured air hose, or two air hoses whose glad-hands had parted, or a faulty triple valve on a car, or a separation in the train, or — worst of all — a

derailment. Earl sat silently and waited to hear something from his brakeman as the 3058 idled in the darkness. After several minutes, the radio crackled. It was Burke, and he was winded from the difficult walk along the uncertain footing of the narrow right of way. "Earl — we got a big mess back here."

As the dawn of George Washington's birthday 1968 began to illuminate Glenita, it revealed the carnage of the previous evening. Eleven loaded "Silver-side" gondolas were resting at every imaginable angle, some overturned with their lading of coal spilled. Two of the cars had demolished the front porch of a small

home (thankfully vacant) beside the track. The mid-train receiver car had climbed the embankment below parallel U.S. Highway 23, and the three mid-train SD35s were jackknifed. The wreck was scattered in the short stretch between the second and third of the three bridges over Stock Creek.

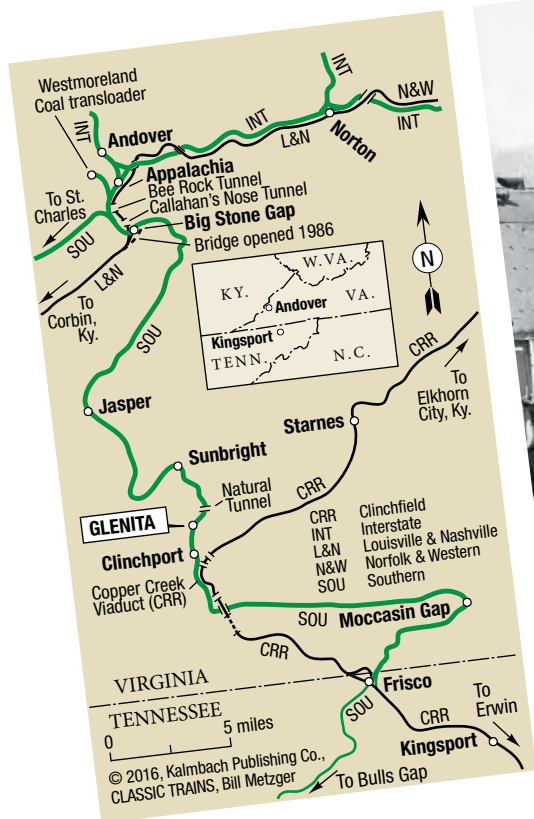
In this era before contract wreck clean-up firms and off-rail vehicles and machines, railroads would turn to their neighbors for assistance. The clean-up began in the early hours of the 22nd with a crew arriving from Andover with Southern Railway subsidiary Interstate Railroad's steam-powered derrick W-50 and support train. The derrick train's locomotives pulled the coal train's caboose and the 50 cars behind the slave units into the clear on the passing siding at Glenita. But the W-50's 150-ton lifting capacity was not up to the 200-ton SD35s, so Norfolk & Western's 250-ton diesel derrick was called from Bluefield, W.Va., later that day.

The work on the east side of the wreck was initially performed by the Clinchfield's 250-ton capacity derrick 1402 from Erwin, Tenn., brought over from the connection at Frisco, Tenn., by a Southern F7 and GP9. For some reason, Southern's own 250-ton Industrial Brownhoist diesel-powered derrick D-1, based at Knoxville, Tenn., wasn't available the first day. The Clinchfield wreck crew managed to clear several of the derailed aluminum gons, but by the morning of the 23rd, the D-1 had arrived and the Clinchfield derrick and crew were headed back to Erwin.

The two big derricks — N&W 514925 and Southern D-1 — continued to slowly untangle the mess until the line was reopened for traffic early on Saturday morning, February 24. The loaded coal trains and westbound empties began to flow, and normalcy was regained for Southern's Appalachia District.

THE INTERESTING ANSWER

Why did this happen? Just as criminal investigators descend on a crime scene to find clues and ascertain the details of a crime and the perpetrator, Southern management had sorted through the wreck to determine why the middle of a coal train had suddenly decided to "take to the woods" at Glenita. Was it because of poor train-handling, or perhaps bad track, a fractured rail, or a broken wheel

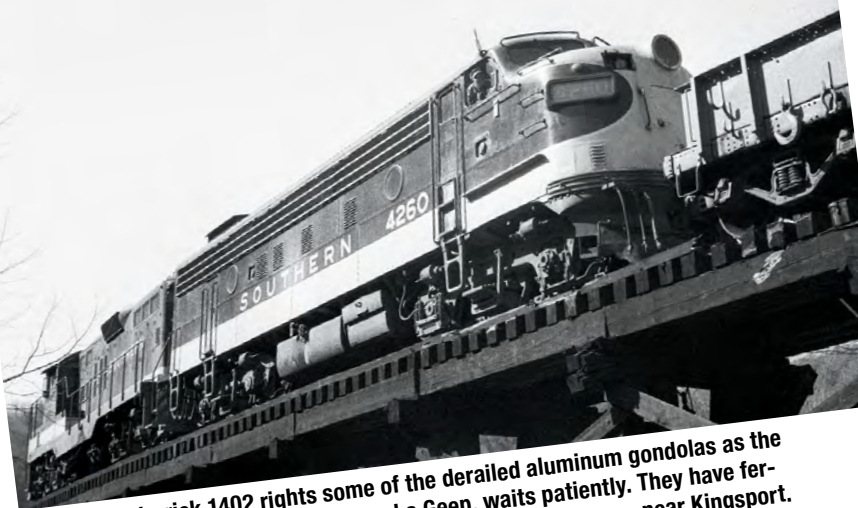


flange? Although the answers weren't immediately apparent, they are fascinating in view of the evolving railroad technology of that era.

Jerry Sullivan is a career railroad professional. A licensed professional engineer (electrical) with a master's degree from Vanderbilt University, Sullivan started with Southern Railway in 1965, later serving the Federal Railroad Administration, Chessie System, and finally CSX until his retirement in 2000. He's still active today as a consultant with Xorail, a division of WABTEC. In 1968, though, he was a member of the small staff in the Southern's test department in Alexandria, Va., near Washington, D.C.

"I recall the Glenita wreck was caused by the rocking action of the Silversides," he says. At the time, the industry was just beginning to understand the complicated dynamics of "rock and roll" derailments of the larger cars coming into service, particularly bulk-commodity cars such as "jumbo" covered hoppers and 100-ton coal cars (both hoppers and solid-bottom gondolas, as the ill-fated Belvidere train had). Sullivan said the Silver-side gons (so nicknamed for their shiny aluminum flanks) were notorious for such derailments, the first of which oc-

Clinchfield derrick 1402 rights some of the derailed aluminum gondolas as the motive power on its train, F7 4260 and a Geep, waits patiently. They have ferried the wreck train from the CRR interchange at Frisco, Tenn., near Kingsport.





Southern's big D-1 finally arrives from Knoxville (top), its train pushed toward the wreck by GP9 2500. Swung around for work (above), the 250-ton derrick makes an impressive sight.

curred near Columbiana, Ala., south of Birmingham, in 1965.

"First you have to understand why the Silversides had the rocking problem," Sullivan continues. "Jointed rail was 39 feet in length, with ordinarily staggered joints. The Silversides had a truck-center distance of 38 feet 5 inches. All bodies have a resonant frequency. An empty Silverside had a resonance speed that was probably in the 60-mph range or greater, so that was never a factor. But a loaded car, even though it was essentially just a square box on wheels, had a high center

of gravity, so its resonance occurred within the 15- to 18-mph range. Under those conditions, the rails could spread under the force of the trucks swinging back and forth from the lateral swinging of the car, and after that, well, anything could happen, and it was never good!"

While Southern had installed much 132-lb. continuous welded rail on the Appalachia District, the particular stretch through Glenita was still jointed, or "stick" rail. Indeed, the lead truck of the first car to derail had overcome even the double-spiked rails through a 10-degree curve, spreading the high-side (outside) rail, resulting in the derailment of that car and some of the train immediately behind it.

LESSONS LEARNED

While the ultimate solution for the problem was to replace the jointed rail with welded, Southern also implemented rather expensive modifications to the entire 750-car fleet of Silversides. Center-plate extension pads, or "CPEPs," were installed to limit the lateral movement of the car on the trucks. Snubbers were also installed. Southern used a product of the Stucki company. It required four per car, one in each spring nest. This amounted to more than \$2,000 per car — or \$1.5 million for the entire fleet. But the company felt it was worth the investment if the lessons of Glenita were to be heeded.



As in many derailments, the 1968 incident at Glenita made for spectacular photos and was free of injuries to railroaders, trackside residents, and bystanders. But, upon analysis, this wreck eventually contributed to significant changes in railroad technology and practice.

Sullivan recalls that after the Glenita wreck, Southern's instrumented test car R-1, a repurposed heavyweight observation car, ran this route on a monthly basis using a government-surplus gyroscope. "This became one of my primary jobs, and I can't count the many times I tested track geometry on the entire route of the Belmont train [which ran down Saluda Grade east of Asheville] and the Catawba train [a 60-car unit train that followed the Blue Ridge loops via Old Fort, N.C.]."

Train crews were instructed to maintain speed at 25 mph or more, or less than 10 mph if conditions didn't allow the higher speed. All the while, Southern's maintenance-of-way forces were busy installing welded rail, particularly through the slower "critical speed" stretches such as Natural Tunnel and Glenita.

Then, as now, the railroad industry was a constantly evolving test bed of new technology. The lessons learned from the Glenita wreck of the Belmont coal train in 1968 were added to the body of knowledge that eventually improved the safety and reliability of these unit coal train movements. Newer designs of coal-carrying cars addressed the design flaws of the Silverside gons and similar bulk-commodity cars of that era. The later "bathtub" gons had very little clearance between the bottom of the car and the top of the rail. These designs lowered the center of gravity, decreasing the tendency to "rock and roll" in the critical speed range. The truck-center distances were also increased in case they had to operate over jointed rail at slow speeds.

The derailment at Glenita was indeed a "mess," as brakeman Roy Burke had described it. But Southern Railway's reputation in the industry for innovation

and research would mean the carrier would learn from such a debacle and invest as required and modify train-handling procedures to minimize the chances of such derailments in the future. Talented engineering employees such as Jerry Sullivan worked on these problems in virtual anonymity, but their contributions to improved railroad operations and safety were of inestimable value. Glenita was also an example of the times when railroads used their own rail-borne heavy derricks and their own crews to clean up derailments — in this case, four derricks from four railroads. Today, of course, the day of the "big hook" is largely gone in favor of the private contractors with side-boom dozers doing most of that work. ■



3 photographers ON THE HILL

Different perspectives of a train cresting Donner Pass

By Tom Gildersleeve

RICHARD STEINHEIMER's photo from atop a snowshed of a west-bound SP train at Norden included Tom Gildersleeve beside a ladder getting his own shot, plus Tom's friend Gordon Glattenberg, who photographed from ground level.



TOM GILDERSLEEVE emphasized the cookhouse, diesels, and another snowshed in his photo; his pal Gordon stands still after getting his shot.

My longtime friend Gordon Glattenberg and I were photographing Southern Pacific trains on California's Donner Pass on January 27, 1967. In the vicinity of Norden we encountered none other than the great Richard Steinheimer, who was doing the same thing. Dick was a celebrity in railfan circles by then, while Gordon and I were very definitely obscure, unpublished, albeit serious train photographers. Nevertheless, Dick seemed as glad to see us as we were him, perhaps because it was just good to see there were still some of us out shooting after diesels had taken over from steam.

Dick hung around with us for a while. When we learned that a westbound freight was approaching, we had to decide where to position ourselves for a photo of it. Dick suggested climbing a ladder on the side of a snowshed for an elevated view of another shed to the east. It offered a panorama of the area, including the old SP cookhouse north of the tracks. This looked good to me, and the two of us positioned ourselves up there for the shot. In concentrating on my own composition, I gave little thought to how Dick was setting up his.

Gordon wanted a close shot of the lead locomotive as it exited the snowshed, so he remained on the ground near the tracks. It was agreed that, after obtaining his shot, he would position himself to look like he belonged in the scene,



GORDON GLATTENBERG's photo shows F7 6417 emerging from a snowshed — but no people.

since there would be no way for Dick and me to eliminate him from our photos. The train came, we got our pictures, and Dick parted company with us.

January 27 became a significant day on a national scale as well, for that night a fire in the cabin of the Apollo 1 spacecraft killed astronauts Grissom, White, and Chaffee, the first major disaster in our national space program. Fire struck again a couple of weeks later, when SP's Norden cookhouse burned to the ground. Our pictures are some of the last ever taken of that scene before the building was destroyed.

I never shared a photo location with Dick Steinheimer again, and never saw

the pictures he took at Norden. Things changed in 2011, however, when Dick's widow Shirley Burman contacted me. She had been archiving his material and came across a picture taken from that snowshed. It showed a photographer taking a picture of a westbound freight, with the cookhouse still intact. Shirley had seen my picture of that scene, and was asking if I was the photographer in Dick's picture. The answer was a definite yes, and I suddenly found myself the subject of a picture taken by the master that had remained unknown to me for 44 years! It was an exhilarating and to some extent humbling experience to find myself frozen in time by his artistry. ■



Ed King

Travels with Earl

An express messenger on N&W's Abingdon Branch gave his grandson the gift of railroading

By Ed King



Class M 4-8-0 No. 495 (above left) is northbound with N&W's Abingdon Branch mixed train at Damascus, Va., in 1951. Sister 429 (above right) has arrived at West Jefferson, N.C., with the mixed. Author King's grandfather, Earl Carper (lower left), was the mixed's express messenger.

495, H. Reid; 429, Ed King

Charles Earl Carper was my maternal grandfather. Born in 1885 at Newbern, Va. (just across the mountain south of Pulaski), he'd gone to work for the ancestor of the Railway Express Agency in 1903 as an express messenger, retiring from REA in the same capacity in 1960 at age 75.

In his later years, he was based in Bristol, Va., running out of there mainly to Washington, D.C., going east on the joint Southern Railway-Norfolk & Western *Tennessean* about every third day. For the last 14 years of his career, he held the run on N&W's Abingdon Branch mixed train; he worked Monday, Tuesday, and Wednesday, evidently getting in

his mileage in three round trips. Another messenger held the run the other three days; the job didn't work on Sunday.

Earl spent the rest of his week chauffeuring his wife or two sisters (none of whom could drive) around town for their chores in his gray 1939 Studebaker four-door (a Studebaker man through and through, he traded the 1939 one for a green 1952 Studebaker "double-ender"), and reading in his "library" while enjoying his pipe and FM radio. Earl's uniform for all this was a suit and tie; I never saw him in sport clothes. For him, it was work clothes or suit — nothing in between.

Although his first name was Charles, I never knew him as anything but "Earl."

His wife, Willie Warren Carper, was known as "Bill."

Earl Carper was a railfan. He would not have known what the term meant if he had heard it, but he was a railfan. I don't know about his lack of advancement in 57 years at Railway Express, but I think he might have declined supervisory positions just because he loved hearing the rumble of the wheels on the rails beneath him and the whistles of the locomotives.

Earl was at least partly responsible for rendering me unfit for any work that didn't involve the railroad. He took me to N&W's roundhouse in Bristol as a 3-year-old and had me lifted into the gangway of N&W 4-8-0 No. 467. He took



In a view from Earl Carper's express car, the southbound mixed is about to cross the big White Top Creek trestle, just south of Creek Junction.

Ed King



me to the icehouse at Bristol Yard, which had a platform overlooking the yard that was safely out of the way of everything that was going on, but from which a kid could see everything that was going on. He took me to the passenger station, where I could watch the engine changes on the long-distance passenger trains that came through town: Southern engines off, N&W engines on for eastbounds; vice versa for westbounds.

After a while, everybody at the N&W roundhouse knew me, because everybody knew, and liked, Earl Carper. One fine night when I was about 12, he put me in the cab of N&W class J 4-8-4 No. 609, and hostler Carl Easley let me ride the mile and a quarter to the passenger station where the engine was due to go out on train 42, the *Pelican*. If an experience like that wasn't enough to ruin a 12-year-old for life, I don't know what would do it.

And then came the killer. I spent the

night at Earl's house (two blocks from the yard), and the next morning we were on our way in that '39 Stude to the passenger station with a shoebox full of lunch that Bill had packed — I was going to ride with him on the Abingdon Branch mixed train to West Jefferson, N.C. He had evidently made it OK with the train crew, and I climbed up onto the express car (actually a Railway Post Office-express combine). I watched in awe as he reached into a metal trunk on the car and strapped on his pistol in its holster. He never told me if he'd ever fired it, and I never asked . . .

The Abingdon Branch was one of the most spectacularly scenic train rides in the eastern United States, and in the 1950s folks were beginning to find out about it. The line went from Bristol's 1,600-foot elevation to a summit just north of White Top (Va.) station at something over 3,500 feet, negotiating 20-degree curves and 3-percent grades on the way. Conductor Ralph White kept

a guest book, and people from all over the U.S. and several foreign countries were proud to put their names in it. “Cap” White and brakemen Dave Watson and “Skutch” Stevens were all amiable hosts for passengers in the coach that trailed the RPO-express car. The train became a pet project of photographer O. Winston Link.

This became a regular ritual even after I went off to college. If I came home for a vacation, I’d make a trip with Earl and there’d be a shoebox lunch that Bill had packed. Up until late 1957, steam ruled N&W’s Bristol line, including the Abingdon Branch, and I went up there behind one, two, and a couple of times three of the class M 4-8-0s — the heaviest power that could be used on the branch (the third was cut in on the rear ahead of the express car and the stove-heated coach).

Each M was good for about 325 tons up the mountain, and the “passenger” cars probably soaked up 75 tons of that, making doubleheading necessary when business was at all booming — which, admittedly, wasn’t too often. Three engines were necessary when hauling rock for a highway project in North Carolina. Loaded in 50-ton Southern Railway hoppers at a gross weight of maybe 85 tons per car, getting 10 of them up the mountain and around the two horseshoe curves above Green Cove took all the guts the little 4-8-0s had. That rock didn’t want to go up White Top Mountain . . . but it did.

Well, the tide of progress can’t be held back. The 4-8-0s gave way to GP9s in 1957. Much of the appeal went away at that time, for me, and also for Earl Carper.

Norfolk & Western had tried mightily for years to rid itself of this line (it had never turned a profit after the lumbering in the area played out, decades before my time), and finally got the job done. But today you can ride your bicycle over the line, now the Virginia Creeper Trail, from Abingdon to White Top.

The nicely kept Green Cove station is still there, as a sort of museum/store. The bridges are still spectacular. And, oh yes, class M No. 433 stands under cover at Abingdon near the old junction switch where the branch left the Bristol line main. They’ve done a good job of preserving her, although she was never a regular engine on the line. She did serve as pusher on one of the three-engine trips (Ms 382 and 429 were on the head



Class M No. 382 (top) has cut off its train at West Jefferson, end of the line; the timetable allowed 30 minutes here. On a heavy train (above) that had two 4-8-0s up front and one at the rear, ahead of the express car and coach, No. 433 prepares to resume pushing at Damascus.

Two photos, Ed King

end), but the 433 turned back from White Top. I don’t know if she ever made it to West Jefferson.

Earl? When he retired in 1960, he went into his reading room, sat down in his rocking chair, turned on his FM radio to light classical music, lit up his pipe, read books out of his extensive library, and enjoyed life. For two years. He died in 1962.

But I know he’s still standing near the open door of N&W mail-express combine No. 11, listening to a couple of engineers beating the hell out of their 4-8-0s getting up White Top Mountain. 📻



Earl Carper (left) receives his 50-year service award from a Railway Express Agency official in 1953. Earl worked another 7 years.

Ed King collection

DELRAY days

Action at the heart of Detroit railroading a half century ago

By J. David Ingles • Photos from the author's collection



An unusually long C&O train 15, the afternoon *Pere Marquette* for Grand Rapids, is led by E7 106, still lettered for the train name, an E8, and another E7 as it nears Delray Tower on the Union Belt in July 1961. The blank ground to the left once held Wabash's roundhouse.

J. David Ingles

Back when making a personal connection to railroading was easy, a lot of small-town and country boys did so at the local depot. City boys like me often did so at an interlocking tower, if one was handy. I grew up in a Chicago suburb with a commuter station (not exciting) but also a yard throat ["Fifty Years Ago in Home Sweet Homewood," Winter 2013 CLASSIC TRAINS]. I didn't need to make a personal connection, it was right there — just bike to the tracks and watch the action. Across Illinois Cen-

tral's eight tracks was Homewood interlocking tower, but it was hard to bike there and it never occurred to me to visit. There wasn't much need, as my father, who'd been an IC employee (in the general offices in downtown Chicago) and commuter, knew local railroaders at the nearby Markham Yard roundhouse.

Dad took a job with the Detroit, Toledo & Ironton in 1956 and we moved to suburban Detroit. I was a teen then, and he and I joined the Michigan Railroad Club and the Detroit Model Railroad Club. The latter dated from 1935 and had

a large O-gauge layout in an old Michigan Central freight house on the Detroit riverfront. We became friends with the late Emery Gulash, an O-gauger who would become nationally known for his wide-ranging rail photography through Green Frog videos and Morning Sun books. Emery owned Star Hobbies, a shop in Dearborn a couple of miles from our house, and there I met several peers who were part-time employees. One was Jim Hediger, whose home was just behind the hobby shop (and whose father also worked for DT&I) and who would,



Opposite page, inset: In an April 1960 view from the top of the tower steps, two fans and a Delray towerman (at the left) chat; in center is John S. Ingles, the author's father, while Hank Goerke is at the right (the author was away at school at the time). Delray was good for train-watching for people of all ages — neighborhood kids (above) watch as C&O SW7 5223 passes a westbound Wabash boat run. In July 1960 (above), the author has hopped out of Goerke's '59 Chevy to snap Hank at the wheel, waiting as C&O NW2 5210 rolls by with an eastbound Union Belt run.

Opposite page inset, Emery Gulash; above left, H. G. "Hank" Goerke; above, J. David Ingles





Ten minutes after train 15 passed (previous pages) would come the *Sportsman* (top), C&O's premier Detroit train, with dining and sleeper service for Eastern points. At Plymouth, Mich., it turned south for Toledo and beyond as train 46. About a half hour later, train 12, the afternoon *Pere Marquette* from Grand Rapids (above, in 1960), would round the curve, often with mail-carrying Railvans on the rear, two on this day.

Two photos, J. David Ingles

in 1972, leave schoolteaching to follow me to Kalmbach to begin a 43-year career on the MODEL RAILROADER staff. Another was the late Henry G. "Hank" Goerke, whose day job was up in Warren, Mich., with Emery's engineering group in GM's Fisher Body division.

In the late 1950s Hank, who lived close by in Allen Park and was a couple of years my senior, and I developed a diesel-photography routine of visiting Detroit's "west end" and "downriver" yards and engine terminals: New York Central, Pennsylvania, Wabash, and Chesapeake & Ohio. (Trips to Grand Trunk Western's Milwaukee Junction roundhouse, north of downtown Detroit

and which still stabled workaday steam, were separate outings.) Moreover, about 1959 Hank and I got to know the second-trick operators at busy Delray Tower, in the gritty industrialized downriver Detroit neighborhood of that name. So, in work-shift parlance, for us it was really "Delray afternoons," not "days."

The Delray community, fronting on the Detroit and Rouge rivers, was industrialized because of those waterways and the early railroads reaching north from Toledo, Ohio. Incorporated as a village in 1897, Delray was settled mainly by immigrating Slovaks, Hungarians, and Poles. Detroit annexed it in 1906. By mid-century the big roads that operated

through the busy junction were NYC, C&O, Wabash, PRR, Detroit & Toledo Shore Line, and GTW.

Other than somewhere on the Trunk or on the Central's cross-Michigan main line, Delray was the best place to feel the pulse of the area's Class 1s. Of those, only DT&I wasn't at Delray Tower, although its original line was close by to the east. For true DT&I action, we'd go south to the road's big yard in Flat Rock, where its Delray and Dearborn branches split to reach north to urban industries.

The junction's setting

Delray was where NYC's two parallel mains to and from Toledo crossed the



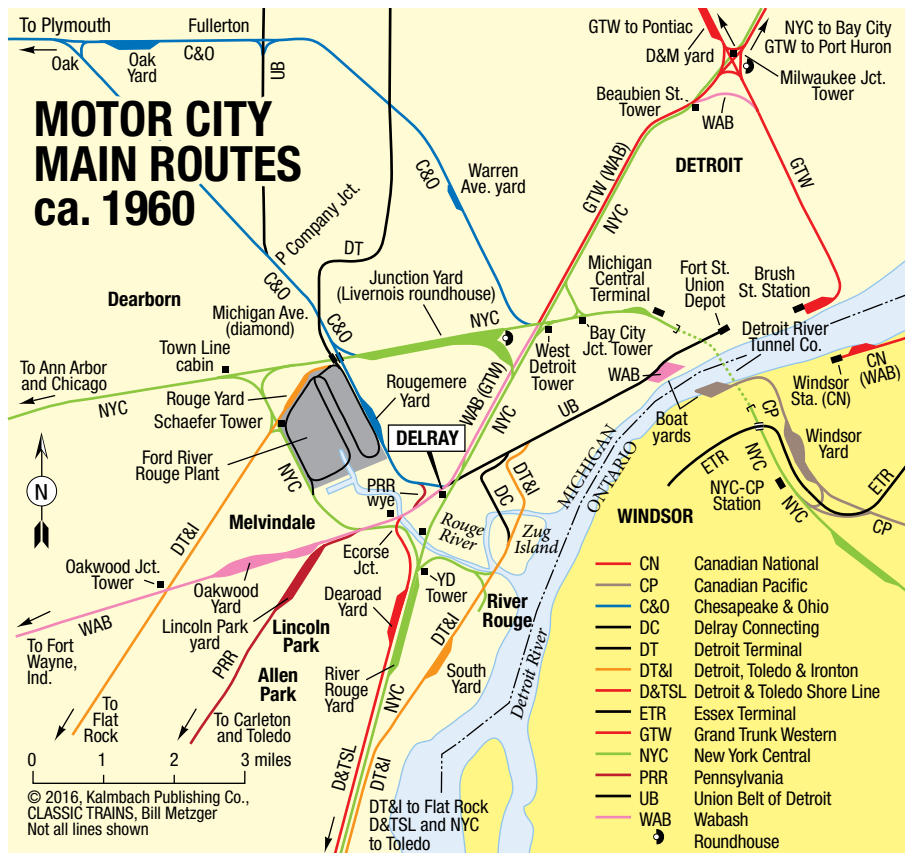
On second trick, Wabash boat runs seemed to be the most numerous moves past Delray. Before the 1964 N&W merger, Wabash leased several Chicago & Western Indiana RS1s, one of which leads a boat run west in July 1964.

Hank Goerke

C&O and Wabash as their two main lines joined to go east 4 miles on the Union Belt to downtown Detroit. Central's paired mains, on separate alignments between Toledo and the West Detroit junction (except for crossing the Rouge River on one bridge at YD Tower), were from its ancestors, the easterly (northbound) track being former Michigan Central and the other ex-Lake Shore & Michigan Southern, and they were operated with "directional running" long before the term came into the use we know today. Many NYC Toledo freights, though, bypassed Delray, using the Dearborn Branch, which angled north from YD and passed the giant Ford Rouge plant complex on its west side, joining the MC Chicago main at the Town Line cabin wye in Dearborn.

C&O's two-track main into the city from its crossroads of Plymouth, Mich., bridged over NYC's former MC in east Dearborn, went alongside C&O's Rougemere Yard on the Ford Rouge plant's east side, and curved into Delray. The Union Belt, which had no rolling stock permanently lettered for it, was built in the 1880s by C&O predecessor Pere Marquette and the Wabash to reach downtown, where Fort Street Union Depot opened in 1893. (PM's original Detroit entry was via West Detroit.) Next to FSUD were adjacent parallel "boat yards," from where freight cars were ferried across the Detroit River to Windsor, Ontario ["Bird's-Eye View," Summer 2011 CLASSIC TRAINS].

The Pennsylvania Railroad entered the Union Belt picture, and Detroit, in the 1920s, at the behest of Henry Ford, who wanted access from his factories to as many Class 1s as possible, either direct or via multi-owner terminal roads.



NW2 58, still carrying its final — and purposely "preserved" — Pere Marquette livery in June '65 (top), 18 years after C&O's takeover, nears the Dearborn Avenue crossing. Wabash S4 320 (above) leads a boat run bound for Oakwood Yard in a July 1960 view from a tower window.

PM 58, Hank Goerke; Wabash 320, J. David Ingles



The C&O finished dieselizing the former Pere Marquette during 1950–52 with almost 100 GP7s. Among their successors were 38 GE U25Bs, three of which are Canada-bound in October 1966.

J. David Ingles

(Ford’s “Rouge plant,” which supplemented his Highland Park factory, began production in 1918, and Ford owned the DT&I, which served the Rouge plant, through the 1920s.) PRR reached Highland Park on a new Union Belt line via Fullerton. In the 1960s, some C&O and PRR switchers on this line carried temporary “Union Belt” signs. The Detroit line of the Pennsy — still called “the P Company” by the Delray towermen we knew — curved onto the Wabash just north of PRR’s Lincoln Park yard.

To be sure, Detroit had busy junctions with towers besides Delray, three examples being northeast from there on what had been Wabash’s first route into the area: West Detroit, Beaubien Street, and Milwaukee Junction. Wabash in 1897



Into the mid-1960s, C&O kept a big Alco RSD7 — exemplified by 6802 in May 1962 — for daily “tunnel puller” transfers between Rougemere and the yards in Windsor, Ont. After the Alcos were retired, EMD SD18s (riding on traded-in RSD5 trucks) succeeded them, as above in late 1966. Note the new Interstate 75 viaduct adding a backdrop to the scene from a tower window; it spans both the Rouge River and Delray tracks.

Two photos, Hank Goerke



Five Geeps — three 7s and two 9s — round the curve out of Rougemere Yard in Dearborn in August 1959, headed for Delray Tower, visible in the distance, where they'll turn north on the NYC to the West Detroit junction, en route to the Detroit River tunnels to Canada.

J. David Ingles

had secured Grand Trunk trackage rights across Ontario to the Buffalo area, and it used GT's Detroit River ferries. From Delray north, Wabash owned the track, next to NYC's parallel former MC and LS&MS, up to West Detroit, where the tower guarded the crossing of the MC main to Chicago. Wabash then entered GTW's West Detroit branch, which farther northeast at Beaubien Street tower swapped sides with NYC's former MC line to northern Michigan. Just southwest of Milwaukee Junction, Wabash had a short stretch of its own track that curved east onto GTW's Detroit Division main line to go south to Brush Street terminal, the downtown riverfront site of GTW's passenger station and ferry slips to parent Canadian National in Windsor.

By mid-century, this route was ancient history for Wabash, which quit using GTW ferries in 1912 in favor of the direct Union Belt to the slips for its own river vessels. Other than a few on-line customers, by the 1950s this GTW-Wabash West Detroit route was serving mainly as a link for interline freights to points north on the GTW from the Detroit & Toledo Shore Line, a Class 1 half-owned by GTW and Nickel Plate. In our Delray days, GTW had mostly dieselized



New York Central road freights were rare at Delray by the '60s, most using a freight line from YD in River Rouge to Town Line in Dearborn. Two F7s hustle hotshot MC-2 north circa 1959.

Hank Goerke



PRR 68, the New York-bound Red Arrow, having passed Delray and crossed the Rouge River, is on PRR track north of Lincoln Park yard in July '59, shortly before it was cut back to Toledo.

J. David Ingles



Pennsy switchers were not common sights at Delray — this is S4 8892 in June 1961 — but they frequently used PRR's connection just west of Delray between the Wabash and C&O main lines, en route to or from Union Belt jobs based at the Fullerton Avenue terminal to the north.

J. David Ingles

and we'd see, usually after sunset, GTW F3s or D&TSL GP7s on interline trains. D&TSL had rights from Delray clear to Port Huron, Mich., and crews would exchange wherever through trains met.

The tower itself

The two-story brick and concrete Delray tower, built in 1945 to replace a wooden one that burned, faced the double-track Union Belt main on the south

side of the Dearborn Avenue grade crossing. The tower was staffed by two levermen who were Union Belt employees. One handled the levers — a combination of 36 classic mechanical two-hand-grip levers with foot pedals and 20 electric pistol-grips — while the lead man worked the desk and radio, and controlled the Dearborn Avenue crossing gates. Virtually all of Hank's and my visits were on second trick, 3 to 11 p.m.,



Delray saw occasional passenger extras. An NYC Shrine special on C&O (above) with freight GP7s curves toward the tower on July 19, 1964. At left, a C&O football special nears Delray en route from Fort Street to East Lansing for the Michigan-at-Michigan State game on October 8, 1966, won by MSU, 20-7.

Above, J. David Ingles; left, Hank Goerke



when Kenny Rowland, a transplanted Kentuckian known for some reason as “Kelly,” was the lead man.

Why second trick for us, other than we knew the men? The hours were after work or school, the sunlight was good, and passenger trains were more frequent. On the twin NYC mains, we saw B&O’s *Cincinnatian* and *Ambassador*, while the Union Belt hosted four Wabash and eight C&O runs daily, five in the early evening. I saw Pennsy’s *Red Arrow* only a couple of times before it quit serving Detroit in 1959 (a stub ran as far west as Toledo until July 1960). PRR, which began Detroit passenger service in 1920 via Romulus, Mich., using PM and Wabash, shifted to its own new line in 1922 from Carleton, Mich., to Lincoln Park, south of Delray. By mid-century PRR could not compete with NYC and B&O, and in ’58 the *Arrow* ran with the *Cincinnati Limited* east of Pittsburgh.

The most frequent moves through Delray when Hank and I hung out there were Wabash’s “boat runs” between Oakwood Yard in the suburb of Melvindale and the boat yard, handled by Alco switchers (8 S1s, 12 S2s, 3 S4s). Oakwood, built in the ’20s to replace a small



In July 1958, Wabash GP9s 485/486 lead a 14-car Shrine special into town. The consist has cars from PRR and C&O, plus the host road including *Blue Bird* dome coach 201, one of the few times Detroit saw one. The diamonds in the foreground are on a Wabash industry spur.

Hank Goerke



yard just east of Delray next to Wabash's roundhouse, was home base for most of the Alcos. A two-stall diesel house at Oakwood replaced the roundhouse.

C&O had quit using its Detroit River ferries in 1954 in favor of trackage rights on NYC through the twin bores of MC's Detroit River Tunnel Co. to reach its cross-Ontario route, which PM put together in 1904. C&O's relatively few Union Belt runs through Delray were handled by EMD switchers. Delray did see C&O's freights to and from Canada, Geep-powered, and C&O also kept a "big Alco" — one of its 12 RSD7s — at Rougemere for a "tunnel puller" transfer run. At the time, C&O's other big Alcos were based at Logan, W.Va. ["Tracking Down C&O's Alcos," Spring 2006 CT].

Delray varnish

Rail traditions die hard, and although by 1960 C&O had owned the PM for over a dozen years, all the towermen still said "the Pere Marquette." The tower's model board read likewise, and that was also the name for the four daily Detroit-Grand Rapids passenger trains (as well as Chicago-Grand Rapids), two of which we'd regularly see at Delray: outbound *Pere Marquette* No. 15 about 5:30 and inbound No. 12 about 7 p.m. — see pages 60–62. (The counterpart morning pair were 11 and 14.) From 1960 until April 1970, there was a third one, unnamed Nos. 19 and 20, spanning midnight, an except-Saturday, one-stop (Lansing),



In June, with luck we'd see the inbound *Wabash Cannon Ball* before dark, as happened in 1960 (top) as No. 4's two E7s overtake a Windsor-bound C&O tunnel puller at the tower. The morning outbound *Cannon Ball* was an easier target, as in March '61 (middle), led by E8 1009, celebrated as EMD's 10,000th unit. In N&W days, freight-service GP30s were seen on the train, as above, paired with unrepainted Wabash GP9 484 on No. 1 west of the tower October 9, 1966.

Top and bottom photos, J. David Ingles; middle, Hank Goerke

one-coach shorty established to haul mail in the "Railvan" trailers (after 1961, "Roadrainers"). C&O's "classy" varnish was the *Sportsman*, inbound at 7:30 a.m. and outbound following No. 15 as far as Plymouth. This train carried a diner,

sleepers to Huntington, W.Va., and Charlottesville, Va., and coaches to Washington, D.C., participating in C&O's great passenger-train shuffles at Ashland, Ky., and/or Huntington.

B&O passenger trains used NYC



B&O's *Ambassador*, having left from Michigan Central Terminal, drifts downhill in July 1961 (top) toward NYC's Union Belt diamonds, led by a passenger F3, an E6, and an E8. The train, which north of Toledo shifted from NYC to C&O in January 1964, nears Delray (above) in July '64, having combined at Toledo with B&O's *Night Express* from Cincinnati. In October 1964, the *Ambassador* was renamed *Capitol-Detroit*.

Two photos, Hank Goerke



After the *Cincinnatian* moved to C&O north of Toledo in fall '64, B&O put on a Saturday-only Lima, Ohio-MC Terminal run, as B&O 70-71 and NYC 381-384. The orphan, often empty, usually was a Budd car, either ex-Katy C&O RDC3 9082 or B&O RDC2 1961, seen northbound in June '66 (above) still with its *Speedliner* sign from Baltimore-Pittsburgh days. Sometimes a GP9 and coach pinch-hit, as on April 15, 1967, southbound.

Two photos, Hank Goerke

tracks and crews between Toledo and Detroit's Michigan Central Terminal during 1946–1964, when most shifted to new B&O parent C&O north of Toledo and reverted to serving Fort Street in Detroit. (In the past, B&O's trains, like PRR's, had diverged from PM/C&O to the Wabash at Romulus for FSUD.)

In our era, B&O ran the Detroit–Cincinnati (formerly on to Louisville) *Night Express* and the daytime *Cincinnatian*. B&O's equivalent to PRR's *Red Arrow* was the *Ambassador* to/from Washington and Baltimore, with full service. Beginning in 1961, it ran with the *Capitol Limited* east of Willard, Ohio. It shifted to C&O north of Toledo in January '64, as part of the *Sportsman* southbound and *Night Express* north.

NYC's last service through Delray was the *Mercury* to and from Cleveland, which ended in July 1959; thereafter, NYC Toledo tickets were honored by B&O. After the *Cincinnatian* quit MC Terminal, B&O put on a Saturday-only "franchise run," usually an RDC, from Lima, Ohio. It lasted until labor protection issues were settled in spring 1968. You could ride it only north of Deshler.

We could photograph Wabash second-trick varnish at Delray only in June if the inbound *Wabash Cannon Ball* was on time, due into Fort Street at 8 p.m. or so. Except during the holiday mail rush and in deep winter, the E units or PAs on the inbound *Cannon Ball* and overnight *Detroit Limited* would, when reaching Fort Street, uncouple and proceed onto the outbound consist in the depot before a switcher shoved the arriving cars to the bumping post. These turnarounds for the passenger diesels were of a 50-minute duration, and lasted past the October 1964 N&W merger until the overnight



D&TSL trains during our visits usually passed Delray after dark, but two of the road's 10 GP7s, Nos. 46 and 44, are southbound approaching Delray on the afternoon of June 13, 1965.



Possibly the first steam train through Delray in about a decade, a Michigan Railroad Club excursion on GTW and Shore Line to Toledo behind Canadian National 4-8-4 No. 6218, rolls onto N&W trackage rights to cross the Rouge River and gain D&TSL track on October 16, 1966.

Two photos, J. David Ingles

Limiteds were discontinued in 1968.

My frequent Delray visits ended in 1962 when I went away to college, afterward occurring only in summertime or around Christmas. They briefly resumed in 1966–67 until I relocated back to central Illinois to work for newspapers. Amazingly, Delray Tower is — as of early 2016 — still a staffed tower, by CSX employees. It hasn't seen regular passenger

trains since Amtrak dropped the Toledo–Detroit segment of the *Lake Cities* in 1995, and in the megamerger era its railroad count is four: CSX, Norfolk Southern, Canadian National (the old D&TSL-GTW route), and Conrail Shared Assets. I wouldn't visit at night these days, and you can't go up in the tower, of course, but to me, Delray remains the heart of Detroit railroading. 📷



The author does not recall photographing, or seeing the results of, any Delray mishaps, but Hank Goerke got two: a Shore Line train's crossover spill in October 1964 (above) and the aftermath of a February '69 impact with a vehicle at the Dearborn Avenue grade crossing by switcher 2230 (ex-Nickel Plate) on N&W's ex-Wabash spur to industries south of the tower, after which B&O's inbound *Capitol-Detroit* is having to crawl past.

Two photos, Hank Goerke

BIRD'S-EYE VIEW

PRR freight station

Panes Produce Market

S&R Provisions

Wilson Meat Co.

Laurel St.

Gas-electric 10





Lehigh Valley in downtown Hazleton, Pa.

Hazleton, a city of 35,500 (in 1950) in Pennsylvania's anthracite country, got its first rail line in 1837, when the Hazleton Railroad began shipping hard coal east toward the Lehigh Canal. The Lehigh Valley Railroad absorbed the Hazleton Railroad, along with the smaller line's extensive coal properties, in 1868. For a time, the LV shops at Hazleton had the capability to build locomotives. LV's Mahanoy & Hazleton Division offices were in Hazleton, and well after the merging of the M&H into the Lehigh Division the entire network of Lehigh Valley track west of Penn Haven Junction continued to be known as "the M&H." Hazleton was also served by the Pennsylvania Railroad (and an electric interurban line from Wilkes-Barre, 30 miles to the north), but LV was the dominant carrier. Hazleton's location on a branch to the west of LV's North Jersey–Buffalo main line meant that the primary passenger service here consisted of connecting trains from Lehigh, 26 miles to the east.

This westward-looking view, made on July 12, 1950, from the Markle Building in downtown Hazleton, shows the area around the Valley's 2½-story, yellow-brick passenger station. Standing at the depot is three-car train 225, due in from Lehigh at 11:30 a.m. with passengers from New York–Wilkes-Barre train 25, the *Asa Packer*. A gas-electric car and trailer often handled the five daily Hazleton–Lehigh connecting runs, but when traffic was heavy, as it apparently is this day, a standard train would be used. Waiting for 225's equipment to move out is gas-electric No. 10, which was working a shuttle run from Ashmore, 4.4 miles east.

In September 1951, a Budd RDC1 coach and RDC2 coach-baggage car took over the Hazleton–Lehigh runs. The RDC1 carried on alone after the RDC2 was sold in 1958, and the former had the distinction of providing the Valley's last passenger service. LV's last through train, the *Maple Leaf*, came off on February 4, 1961, but the RDC continued until February 8. The station was demolished in 1963. Many anthracite-country lines have been abandoned, but the line seen here, part of the original Hazleton Railroad, remains. It's owned by Norfolk Southern, operated by Reading & Northern. — *Richard W. Jahn*

John F. Endler Jr.



Harrisburg, Pa., was a major stop for PRR's east-west fleet. A K4 Pacific prepares to depart with the *American* for St. Louis in the early 1940s.

Al Rung

Journey to Naptown

1944

A trip in a drawing room on PRR's *Spirit of St. Louis* remains a treasured memory

By Charlie Ardery



A publicity photo shows passengers enjoying the lounge in one of the three sleeper-observation cars built in 1938 for the *Spirit of St. Louis*.

PRR

I was 13 years old in the summer of 1944. At that time I lived with my parents in Arlington, Va. My father had been National Secretary for the Forty and Eight, an organization within the American Legion formed by World War I veterans. The society was headquartered in Indianapolis, which then was sometimes called "Naptown" rather its current nickname of "Indy." My father had been called back into the service in 1942, and we moved from Indianapolis to the Washington, D.C., area that year. He had kept close ties with the Forty and Eight, and had been granted leave by the Army to attend the group's executive committee meeting in Indianapolis in mid-1944. My mother and I were allowed to go with him.

I had loved trains since I was 3 years old. During my childhood, my family attended various annual American Legion conventions, held in cities throughout the United States. We traveled to them primarily by train, and the first such trip I remember was to Miami. We rode a New York Central (Big Four Route) train from Indianapolis to Cincinnati, where our car was switched into the Southern Railway's *Ponce de Leon*. In mountainous areas of the Southern, the engineer would have to back up and then start forward like a freight train. I still re-

member the jolts from these starts.

I especially loved steam locomotives, most of all the Pennsylvania Railroad's class K4s Pacifics, the road's standard passenger engine outside electrified territory. I had seen them on numerous occasions at Indianapolis Union Station, and had ridden behind one on a trip to the New York World's Fair in 1939, on the streamlined *Spirit of St. Louis*. I had become a Pennsy fan.

Consequently, when I learned of our upcoming trip to Indianapolis, I requested that we go on the *Spirit of St. Louis*, which had a section from Washington. My father previously used the Chesapeake & Ohio-New York Central connection to travel between Washington and Indianapolis, but he was curious about the Pennsylvania's route, and consented to my request.

We arrived at Washington's beautiful Union Station in the early evening. Out beyond the concourse, I saw numerous stub-end tracks. Most of these had large, royal blue and white signs for various Baltimore & Ohio trains heading for New York, Chicago, St. Louis, and Detroit. Our train was to the right of these B&O tracks and featured a red and gold sign lettered

SPIRIT OF ST. LOUIS and THE JEFFERSONIAN, the latter being an all-coach train to St. Louis that was combined with the *Spirit* as far as Harrisburg, Pa.

Our train, PRR No. 21, was called, and we proceeded toward our car. On the way along the platform we passed a mixture of light- and heavyweight cars (to my surprise, since I thought this would be an all-streamlined train), all dressed in PRR's "Fleet of Modernism" scheme of two-tone red accented with thin gold stripes.

Our Pullman was the last car we came to, the first car of the train. It was coupled to a big electric locomotive, a GG1, whose color appeared to me to be black with gold stripes. The GG1s were supposedly dark green, but they always looked black to me.

Our car was named *Wake Island*. I later found out that this was not its original name, that being *Jack's Narrows*. The name had been changed to honor the servicemen who had fought in the Battle of Wake Island during the first weeks of World War II. Pullman-Standard built this car and two sisters, *Juniata Narrows* and *Lewistown Narrows*, for the *Spirit of St. Louis* in 1938. They were sleeper-observation-lounge cars, and the observation end of *Wake Island* was coupled to the GG1.



PRR's Harrisburg–Washington trains ran “backwards” south of Baltimore — note the obs car behind the GG1 entering D.C. with the *Red Arrow*.

Bill Taub



A Pacific-Atlantic doubleheader lifts the 14-car westbound *St. Louisan* toward the summit at New Freedom, Pa., on PRR's curve- and hill-laden Northern Central line in the early 1940s.

William Moedinger

The Battle of Wake Island had been a defeat for the United States, but this time in 1944 was optimistic. D-Day had occurred on June 6, and the greatest army in the history of the world was advancing into Germany; the amazing St. Louis Browns were winning the American League pennant; and Gabriel Heatter, the dynamic radio commentator who had

led us through the darkest days of the war, was stating almost every evening, “Ah yes, there’s good news tonight.”

My father had booked a drawing room. Only a master room, which had a shower, was better. A drawing room was for three people, and there were three of us. It featured a lower berth, an upper berth, and a separate bed, along with an

enclosed lavatory. It was the best accommodation available on this particular train.

The GG1 started our train so smoothly that we hardly knew we were under way. I recall this as typical for both the PRR and the NYC at the time, regardless of the motive power. The 40-mile trip from Washington to Baltimore was quick and uneventful.

We paused briefly at the Baltimore station, and then something weird happened. We started going backward. From my vantage point in our drawing room, I thought the train was just being switched, but we didn’t stop. A few people waved at us as we passed them, as if our car was at the end of the train. In fact, we *were* at the end of the train.

I later found out that, because of the track arrangement at Baltimore, PRR trains from Washington to Harrisburg began their runs by being towed backwards out of the nation’s capital. At Baltimore, the GG1 would be cut off and a steam locomotive (or two) would be attached at the opposite end of the train. Steam would then haul the train, in its correct order, up the PRR’s old Northern Central line, which was not electrified, toward Harrisburg.

During that 1944 trip, I didn’t know any of this, so I wondered, *Where was the GG1? Was it pushing us?* It didn’t

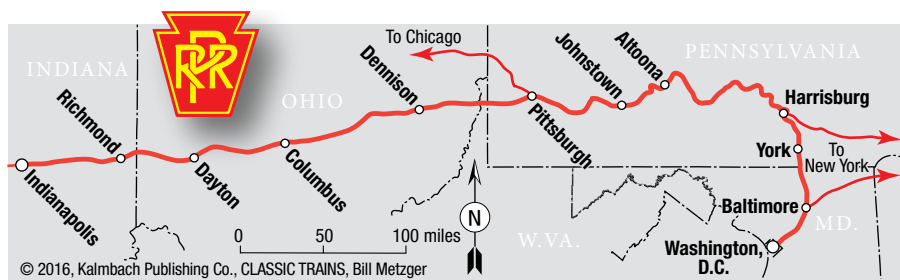
seem so. Looking out the large window, I could see smoke. This surprised me, as I thought we would keep the GG1 to Harrisburg, which I knew was the west end of PRR's electric territory. I waited for a curve to see what was pulling us. One came quickly, as there were many curves between Baltimore and Harrisburg.

I saw that we were being pulled by two steam locomotives, the first double-header I had seen in years. I soon discovered that the Northern Central was hilly as well as curvy. After what appeared to be a great struggle, we finally reached the summit at New Freedom, Pa., just north of the Maryland state line. After this, we went mostly downhill, at least to York, Pa. From there the doubleheader streaked to Harrisburg, running on the west bank of the Susquehanna River for the last 20 miles or so, and then crossing it to enter the Harrisburg station.

There, things really became interesting. Sure enough, there were catenary wires overhead, used by trains from the east. Train 31, the New York section of the *Spirit of St. Louis* was next to us in the station, and train 65, the all-coach *Jeffersonian* from New York, was also there. Real switching took place, not the kind I had imagined in Baltimore. Coaches from our train were added to the *Jeffersonian*, and the lightweight and stream-styled heavyweight sleepers from the Washington train — including our *Wake Island* — were added to No. 31 for the trip to St. Louis. The old heavyweights that had come up from Washington would continue west as train 21, which terminated at Indianapolis. Both 21 and 31 were named *Spirit of St. Louis*. Between the departures of the two *Spirits* (31 first, followed by 21), the *Jeffersonian* slipped out for St. Louis. This sequence continued until 21 arrived at Indianapolis, the other two trains proceeding in the previous order to St. Louis.

Upon leaving Harrisburg, it was time to go to sleep. A single K4 had been assigned to our train, with our car serving as the observation car at the rear. It was somewhat of a surprise to learn that the observation car of the *Spirit of St. Louis*, primarily known as a New York–St. Louis train, was actually on the Washington section, and that the *Spirit* carried no obs car between New York and Harrisburg.

As I began to fall asleep, I heard the steady beat of the K4 from the head of the train. Later I awoke to hear a staccato



A K4 Pacific passes heavyweight Pullman cars as it departs Indianapolis Union Station with the *Spirit of St. Louis* in 1946, two years after author Arderly's memorable ride on this train.

Charles M. Allen

sound, and I wondered if there was something wrong with the locomotive. It turned out that a helper engine had been added for the Allegheny Mountain grade west of Altoona, Pa.

The next morning we headed for the diner. The car next to ours was a lightweight 10-roomette/5-double-bedroom sleeper named *Cascade Melody*. Next to this was *Fox Oaks*, a remodeled heavyweight containing open sections. Then came another lightweight of the *Imperial* series, an all-room car with 4 compartments, 2 drawing rooms, and 4 double bedrooms.

Arriving at the diner, we ate a great breakfast after which we returned to our car. The train was really rolling as we approached Richmond, Ind. During the night we had turned southwest at Pittsburgh, traveling over PRR's Panhandle line, so named because it passed across the northern panhandle of West Virginia. The other side of the split at Pittsburgh went west-northwest on to Chicago.

Once clear of the Ohio River valley, the Panhandle was an extremely fast route. On a curve leaving Richmond, I could see the superb K4 up front cranking up for the breathtakingly fast journey to Indianapolis.

We soon pulled into Indianapolis Union Station, on time. As we descended from the platform level to the main floor,

I could hear a deep-voiced announcer stating, "Taxi cabs, side out; side out for taxi cabs."

"Side out" meant that cabs were lined up for passengers on the east side of the station. I remember the term well, since, being a baseball fan, especially of the St. Louis Browns (as well as the Cardinals in the National League), I associated "side out" with "side retired" at the end of a half inning of ball. It is weird what a person can remember from age 13.

The fantastic trip was over. After a great visit in Indianapolis, we returned to Washington, again on the *Spirit of St. Louis*. As on the trip out, our drawing room was in the observation car, *Juniata Narrows* this time, which followed a beautiful 10&5 named *Cascade Bay*. Our car's porter, named Williams, was superb.

Shortly after returning to Arlington from my fabulous trip, I ran into an issue of *TRAINS* magazine for August 1944. Beginning on page 38 was a fascinating article entitled "From Baltimore to Harrisburg on the PRR" by the great writer William M. Moedinger Jr. It answered many of my questions concerning the arduous trip between these cities, as well as the fact that the trains went backward between Baltimore and Washington. Not being the collector that I am now, I eventually lost track of this issue of *TRAINS*, but I never forgot the trip. ■

Indy's Union Station still dazzles

A Hoosier landmark for almost 130 years, the terminal hosts a variety of uses — including trains • **By Eric Powell**



The main hall of Indianapolis Union Station, decked out for the 1996 Christmas season, remains a prime convention, banquet, and event space.

Eric Powell

Indianapolis has been known as the “Crossroads of America” for more than 150 years, and it was the myriad railroads that converged on Indiana’s capital city that forged it into a commercial and logistics hub.

Indianapolis is notable in that it was the first large city in America to utilize the “union” station concept — a jointly owned facility serving all railroads and their passenger, mail, and express operations. The first railroad to enter the city was the Madison & Indianapolis, in 1847. Knowing that other railroads under construction would soon arrive from virtually all points on the compass, the city council in 1848 authorized construction of a union depot.

The first iteration of Indianapolis Union Station (IUS) opened in 1853 at the south end of downtown. A brick and stone structure, its five tracks and station facilities were contained under one roof.

It lasted only 35 years, however, for the city was booming. From 1850 to 1870, Indy’s population grew by 600 percent, and more than 80 trains per day used the station.

Improvements came quickly: the Indianapolis Union Railway Co. was formed by three roads in 1872 to operate the station; a freight bypass was completed around town in 1877; and the I.U. Railway started construction of a new Union Station in 1886.

The new, three-story red-brick Romanesque Revival architectural gem that we know today opened in October 1888, featuring a spacious head house — with its iconic circular stained-glass window above the main entrance — and offices upstairs. The cathedral-like building included a 200-foot-tall clock tower. To the south, on the footprint of the old station, a steel-framed shed covered 12 tracks.

By 1900, 150 trains used the station

daily, and public outcry grew for a grade-separated facility. Platforms were elevated, and the first train called at them on July 30, 1918; the new low-style trainsheds were completed in 1922.

Pennsylvania Railroad and New York Central, with main lines from points east to Chicago and St. Louis bisecting town, were IUS’s principal users in the 20th century. Four smaller depot users became IUS tenants: Nickel Plate used the station until 1932, Illinois Central until 1945, Baltimore & Ohio until 1950, and Monon until 1959.

As a result of the dire financial straits of NYC and PRR, and successor Penn Central, the station was in dismal shape by the Amtrak era, and the City of Indianapolis bought it in 1971 to protect it from demolition. With the October 1, 1979, discontinuance of Amtrak’s *National Limited* and *Floridian*, the station became home mostly to squatters. Hope



In 2006, with IUS's 200-foot tower in the background, an Indiana Rail Road special loads on one of the two tracks retained for use by Amtrak trains, which mostly are here in darkness.

Eric Powell

glimmered, however, when Amtrak's daily *Hoosier State* to Chicago was inaugurated exactly one year later.

In 1986, service to the east was restored when the triweekly Chicago–New York *Cardinal* moved to an Indianapolis routing; the *Hoosier State* ran the other four days. It was a great year for Union Station as a whole, for on April 26, the station reopened as a “festival marketplace” and hotel. A large food court, bars, and stage occupied much of the trainshed, and a stylish hotel, with 13 vintage passenger cars converted into 26 suites, filled former trainshed and baggage room space.

The head house was restored to its

former glory, and several restaurants moved in, while Amtrak and a bus station occupied the south side of the complex — the same location at South and Illinois streets where Amtrak's *Cardinal*, state contractor Iowa Pacific's four-day-a-week *Hoosier State*, and Greyhound buses call today.

The area under the trainshed once occupied by Tracks 1–8 was enclosed for the marketplace and hotel. Tracks 9 and 10 are still in place and in use by passenger trains, while Tracks 11 and 12 were removed long before the Amtrak era. As many as 30 CSX trains a day use the freight tracks around the south side of the station.

Union Station kicked off downtown Indy's late-1980s revitalization, but ironically, as other attractions opened, the festival marketplace lost favor and closed in 1997. Attempts to use the space for everything from go-karts to charter schools have failed. Some space is used for offices today, but its full potential is yet to be realized.

The hotel — today the Crowne Plaza Hotel at Union Station — has always been successful. It operates the majestic head house as a conference and event center, and is busy year-round. Scattered around the conference center are kiosks displaying U.S. history, but there is no museum or welcome center dedicated to the station's heritage.

Iowa Pacific has stated its desire to increase train frequency to Chicago in the future. Perhaps, well before the 200th anniversary of the first Union Station in 2053, the facility will play a greater role in train travel than it has in decades. ■



Under a portion of the trainshed, 13 modified heavyweight passenger cars provide accommodations for Crowne Plaza Hotel guests.

Robert S. McGonigal

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Harry Roland, ragtime engineer

Remembering a Santa Fe man who balanced professionalism, pragmatism, and the piano

Harry Roland was a Santa Fe locomotive engineer who was as proud of his company as he was of his job. He was also a dynamite ragtime piano player and an outstanding gentleman. Always in search of a better way to perform his duties and please his superiors, he would spend much of his away-from-home layover time at the roundhouse in Chillicothe, Ill., to learn as much as he could about the locomotives and their operation. Naturally this included an in-depth study of how they responded to the Automatic Train Control (ATC) system in place on the Illinois Division between Fort Madison, Iowa, and Pequot, a junction west of Joliet.

ATC was a deceptively simple and expedient system that set a predetermined full-service brake application automatically if the engineer failed to respond to a cab-signal indication more restrictive

than the speed of the train within a prescribed amount of time. However, by the 1960s it was showing its age, and certain weather conditions would make it vulnerable to stray electrical currents in the ground, such as those emitted by high-tension power lines, or even a milking machine at a nearby farm. This would cause false ATC activations and force engineers to take unnecessary restrictive action for which they were not prepared, which, in turn, could cause expensive train-handling problems in addition to wreaking havoc with train — especially passenger-train — schedules.

Harry, however, suddenly had much less trouble with false ATC activations than other engineers. The local officials, aware of Harry's consuming interest and pride in his job, may have wondered how he had achieved these results, but they were reluctant to investigate *too* far and

ruin something that was making them all look good. After all, getting trains over the road in a timely manner was in their best interests as much as anybody else's. And the manufacturer of the ATC assured the Santa Fe that the system was foolproof, except in highly obvious ways, and no evidence had come to light that Harry had been tampering with the equipment.

One day, though, Harry found himself unable to move his train because the brakes would not release — and there was a passenger train behind him on the same track. In those days, delaying a passenger train without just cause was an offense of greater magnitude than eating an apple in the Garden of Eden. Therefore, it rarely happened, and when it did, officials all the way to the top echelons wanted to know why — and the reason better be good!

Four of Santa Fe's 75 GP20s — ubiquitous out of Chicago in the early 1960s because they were equipped with Illinois Division Automatic Train Control equipment, housed in the box ahead of the cab — head west past Joliet Union Station on June 12, 1962.

Bob Krone





In another June '62 photo at Joliet, Santa Fe's first four GP30s lead a freight eastbound. The road shut down its Illinois Division ATC in 1970.

Bob Krone

In Harry's case, he couldn't get the train brakes to release because the — *ahem* — temporary "adjustments" he had made to the air-brake system to neuter the ATC penalty feature had gone awry. To get moving, the train crew had to bleed the brakes off, by hand, on each individual car in the train. The local officials promptly scheduled an investigation into the matter.

Harry held nothing back and owned up to his guilt, explaining what he did in great detail, but the officials were unable to grasp what he had done or why it worked as it did. A representative from the ATC manufacturer emphatically denied any possibility of overriding the system according to Harry's description. The investigation reached an impasse, and they called a recess. Harry and a fellow engineer used the time to build a wood, metal, and cardboard mock-up of the air-brake controls.

When the investigation resumed, Harry again explained what he had done, now using the mock-up controls as a visual aid. The officials were still unclear about how he overrode the ATC, and the manufacturer's man still insisted it was impossible. Realizing they could not let Harry's transgression go unpunished, no matter if they understood what he did or not, they suspended him without pay for a period of time and ended the investigation. The representative continued to insist that what Harry did was impossible.

When Harry came back to work, some of the younger employees criticized him for being so forthright and honest. No matter. Harry was a principled man

who saw no reason not to own up to his actions, out of appreciation for those who had made his job possible. In those days, many of the local officials had come up through the ranks and had worked alongside the men they now supervised, and this element of respect ran both ways. In return, the officials respected Harry for his honesty and assistance on their behalf with their superiors. He spent the rest of his career as the best of the best Santa Fe engineers, always a gentleman and a welcome mentor to new employees. Virtually everybody

HARRY HELD NOTHING BACK AND OWNED UP TO HIS GUILT, EXPLAINING WHAT HE DID IN GREAT DETAIL, BUT THE OFFICIALS WERE UNABLE TO GRASP WHAT HE HAD DONE OR WHY IT WORKED AS IT DID.

looked forward to a trip with him because of his upbeat attitude.

Every year, a group of Santa Fe railroaders would gather in a hall in Dallas City, Ill., near Fort Madison on the Mississippi River. Harry, in his trademark striped bib overalls and white engineer's cap, would head for an old upright piano standing against a wall and bring it to life with a few ragtime selections. Soon other instruments, some improvised, would appear, and an impromptu hoedown would run into the wee hours of the night.

I worked with Harry for the last time

in August 1977. I had only recently forfeited almost 13 years of trainman's seniority to start over at the bottom of the engineer's roster as a fireman. By this time, management-employee relations were deteriorating, and Harry's silver-toned voice no longer rang out with his former enthusiasm for his job. He was not feeling well that night and asked me to run the train to Chillicothe for him, an unusual request from someone of his caliber to someone of mine. We made Chillicothe without incident, and under Harry's tutelage I even spotted the engine steps at the feet of the outbound head brakeman standing at the depot, just as Harry had done so many times.

The last time I saw Harry was after he retired, when he was in Fort Madison to tie up some loose ends before returning to Chicago. As we sat in his room at the Santa Fe Motel on Avenue L, he described some trials with his heart. It had actually stopped, and he had technically died, but the doctors were able to restart it and revive him. Not long after that evening, it stopped again, but this time the doctors were helpless.

Today, Harry awaits his resurrection in a cemetery in Bonaparte, Iowa, where his journey began so many years ago. Per his request, he is dressed in his pin-striped bib overalls and white engineer's cap so he will be ready when he gets his call for duty, as a locomotive engineer, a ragtime piano player — or as one outstanding gentleman with a hearty laugh as he tells of the time he bamboozled Santa Fe officials and the manufacturer of the road's Automatic Train Control system. — *Robert Nicholson*



IC Geeps idle with a red-white-and-blue ex-SP 4-8-4 lettered for Amtrak at New Orleans Union Passenger Terminal on April 14, 1977. Why?

Paul H. Oliver Jr.

The story behind an unusual photo

A rough day for the *Daylight* 4-8-4 and Amtrak's 1977 Transcontinental Steam Excursion

Why are two Illinois Central Geeps coupled ahead of American Freedom Train 4-8-4 No. 4449, which is lettered for Amtrak, at New Orleans Union Passenger Terminal? Here's the story.

After its tour on the American Freedom Train ended on December 31, 1976, at Miami, Fla., the former Southern Pacific *Daylight* GS-4 went to the Southern Railway's steam shop in Birmingham, Ala., for some work. But even before the tour ended, the American Freedom Train Foundation had approached Amtrak with the idea of a revenue excursion to get the engine back to its home in Portland, Ore. Amtrak agreed, and thus was born the Transcontinental Steam Excursion, to operate from April 13 to May 1, 1977.

Amtrak collected most of the cars for the excursion at New Orleans Union Passenger Terminal and moved them to Birmingham on Tuesday, April 12, as a revenue extra over the Louisville & Nashville. The train left NOUPT behind an L&N GP38 and an Amtrak E unit with 11 ticketed passengers on board, although

a few more riders got on at Montgomery, close to dusk. All were accommodated in the rear car, the dome-observation lounge built for the Wabash's *Blue Bird*.

The Transcontinental Steam Excursion began the next day, when 4449, working solo, departed Birmingham for Meridian, Miss., over the Southern main line, then continued west to Jackson, Miss., on Illinois Central Gulf. (The dog-leg over the ICG between Meridian and New Orleans was necessary because 4449 could not operate over some elderly bridges on the Southern.)

Thursday was supposed to be an easy 183-mile run down the ICG's mostly flat, mostly straight, mostly double-track main line between Jackson and New Orleans. However, during the night a freight derailed at Byram, about 10 miles below Jackson, blocking the southward track. Due out at 10 a.m., the special was held at Jackson because of the accident, and was further delayed waiting for Amtrak's southbound *Panama Limited* to pass. It finally got moving 87 minutes late on the northward track, with orders to cross

over to the southward track at Crystal Springs, about 25 miles ahead. The two main tracks were not signaled for bidirectional operation, so the train was operating strictly under train order authority and protection, and was restricted to 55 mph on the 79 mph track.

The 4449's engineer and fireman, Doyle McCormack and Jack Wheelihan, were accompanied in the cab by an ICG assistant superintendent, an engineer, and a fireman. Apparently the ICG men were enjoying their ride so much that they lost track of where they were . . . until someone noticed the rapidly approaching crossover and saw that it was set for the diverging route. McCormack put the train into emergency, but the big 4-8-4 entered the crossover at 43 mph — a good 20 or 30 mph faster than the authorized speed! The engine, tender, water car, tool car, and several passenger cars went through the switches before the train stopped. The only casualty was the 4449, as the violent twisting had cracked a boiler tube.

The problem was not immediately ap-

parent, and the train was soon on the move again. With the approval of an ICG official in the cab, who wanted to see how fast the engine could go, the train briefly hit 87 mph, then settled back to just below the 79. It made its scheduled service stop and crew change at McComb, Miss., then a passenger stop at Hammond, La., departing 1 hour 53 minutes late.

Finally, just south of Hammond, hot water began flowing out of the broken tube and into the cab. After a stop to inspect the engine, the train continued on, but it became increasingly difficult to maintain boiler pressure. Two diesels were summoned from Mays Yard, a dozen miles away. ICG put IC 9016 in the lead, one of only four GP10s that retained their original numbers when they were rebuilt from GP9s at Paducah, Ky. The trailing unit was GP10 8277.

Many day-trip riders out of Jackson had planned on catching the *Panama Limited* back out of New Orleans, as the original schedule had allowed ample time for the connection. Now the steam train was quite late, but it was on single track, so the *Panama* couldn't go anywhere anyway. To save time, Amtrak and ICG decided to run the *Panama* as far as Mays Yard, 8 miles out, and transfer the passengers there.

I had photographed the equipment move when it left New Orleans on Tuesday, and I was at NOUPT waiting to shoot the excursion when on Thursday, but it kept getting later and later. I finally went home, but my friend Paul Oliver waited around and took this color slide just after 6 p.m., showing the train after it had wyeed and backed into the station.

Friday was an off day for the excursion, allowing 4449's crew to work on the engine without affecting the schedule. The train left Saturday morning — without diesels — to continue west over Southern Pacific, but that afternoon out in western Louisiana the engine was once again in trouble. An SD45 off a freight train was cut in behind the 4-8-4 and got the special into Houston. The next morning the special departed with an Amtrak SDP40F behind the 4449, and an Amtrak diesel accompanied the train the rest of the way to Portland. — *Michael M. Palmieri* (Mike gratefully acknowledges the assistance of Jim Selzer, Tom Davidson, and Joe Loggans, and cites as a reference Jack Wheelihan's article on the entire *Trans-continental Steam Excursion in the June 1978 issue of Pacific News.*)



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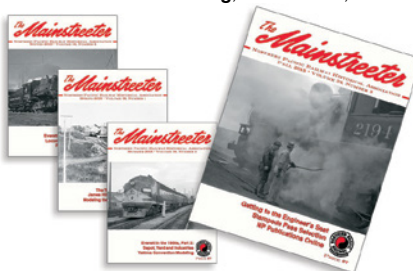
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The famous "six corners" crossing and shopping district of Cicero and Milwaukee Avenues with Irving Park Road on Chicago's Northwest Side. — *Fielding Kunecke photo, W. R. Keevil Collection*

CSL was the world's largest street railway, defining local transportation within Chicago. It was a huge chapter in the city's history and part of everyone's life. Along with route descriptions, George Kanary vividly relives the sights, sounds and aromas of the countless neighborhoods that

the Halsted cars traversed from the north to the far southwest side including passing by Chicago's famous Stock Yards. George rode this line from end-to-end many times as a kid and as an adult for the thrill of a ride on a CSL streetcar soaking in the neighborhood scenes.

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60 mph, 61 years ago

Savoring the last big year for North Western steam in a small Illinois town

On Monday, March 28, 1955, my dad, Roy Peterson, wheeled his 1941 Buick up to the Chicago & North Western station at Caledonia, Ill., about 15 miles west of Harvard near the Wisconsin border and 9 miles north of our home in Belvidere. He made the two accompanying action photographs, the first in a number of Kodacolor views he would shoot that year depicting the waning use of steam power in intercity passenger service on the Madison District of C&NW's Wisconsin Division. He might have been off work that day for some reason. Then again, he could have pulled this off on his lunch hour.

In the first photo (above), big class E-2

Pacific 2911 leads train 501, the Chicago–Minneapolis *Viking*, listed in the employee timetable as due to pass Caledonia at 12:01 p.m. She is making a smoky exit from the sharp 25 mph curve east of the station and heading into a stretch of 59-mph tangent track toward the next stop: Beloit, Wis.

Just over a half hour later (opposite), the approaching exhaust cloud on the western horizon becomes eastbound class E light Pacific 633 powering Madison–Chicago train 504, due to pass Caledonia at 12:38 p.m. The two trains had gotten by each other at the scheduled 12:23 p.m., utilizing Siding DO one mile south of Beloit. This timing required 504



Dad's 1941 Buick took him to the C&NW steam action at the Caledonia depot.

to cover the 11.8 miles between DO and Caledonia in only 15 minutes, versus the 22 minutes given the westbound *Viking*. For this, engine 633 was fully suited. Dad noted on his negative that she was "eastbound at about 60 m.p.h." Three railroaders — two on the station platform, one by a track speeder — give her

Heavy Pacific 2911 accelerates through Caledonia, Ill., with C&NW's Chicago-Minneapolis *Viking* on Monday, March 28, 1955.



About 37 minutes after the *Viking* passed, Pacific 633 gallops by at 60 mph with Madison-Chicago train 504. Three employees — two by the station, one by a track speeder — look on.

Three photos, Roy Peterson, Rory Peterson collection

a roll-by inspection as she steams past. (Dad got to the depot just too late to see a third train: Chicago-Madison 519, due to pass at 11:18. Or perhaps it had diesel power and he chose not to photograph it.)

After 504 there would be an intermission until train 518 was due to stop at 6:31 p.m., followed by train 508 at 7:43,

and then 511 passing at 8:04. Eight daily passenger trains passed through Caledonia then, with six of them grouped in two roughly 90-minute windows. It was the beginning of the Last Hurrah for steam-powered passenger trains at this former C&NW crossroads, six decades ago. — *Rory Peterson*

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“You scratch my back . . .”

A request for a Lima diesel part solves problems for two Chicago roundhouse foremen

Back in 1960 when I was roundhouse foreman at the Pennsylvania's 59th Street Yard in Chicago, I used to tell visiting railfans that if the PRR ever found out it had two locomotives alike it would either scrap one, or at least reassign it to some outlying point.

I had many debates in the halls of Philadelphia on that issue even when I was a junior engineer. “That’s the way it is,” I was told. “Deal with it.”

I also used to tell people that the only reason PRR never bought locomotives from Lionel is that Lionel refused to build one big enough.

When I was working in Chicago on second trick, I routinely popped into the New York Central enginehouse at Englewood in search of parts I could borrow to repair our units. Cooperation was the order of the day, even among competing railroads. Sometimes I was able to return the favor, sometimes not.

One afternoon I was at work when



Pennsy's 22 twin-engine center-cab units were the giant road's only Limas, yet they were scattered across the system. Smoky No. 8943 is near Brilliant, Ohio, in September 1963.

Fred D. Cheney, Frank and Todd Novak collection

one of my mechanics plopped a small item on my desk that looked like a spent shotgun shell.

“Do you know what this is?” he asked. I said I had no idea. He said it was a piece of a fuel manifold on a Lima-Ham-

ilton locomotive — the only one we had in town, of course, among a menagerie of units from several builders — and that we didn’t have any such part in stock.

With a total production of just 174 units spread among a dozen buyers,

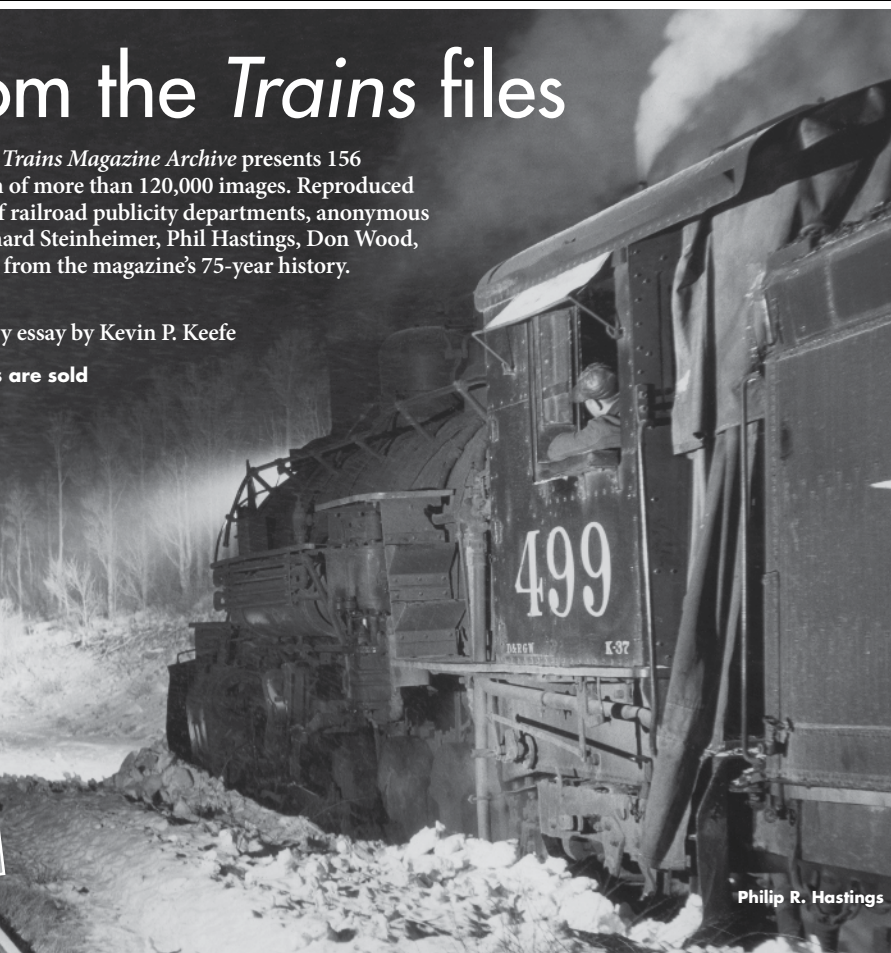
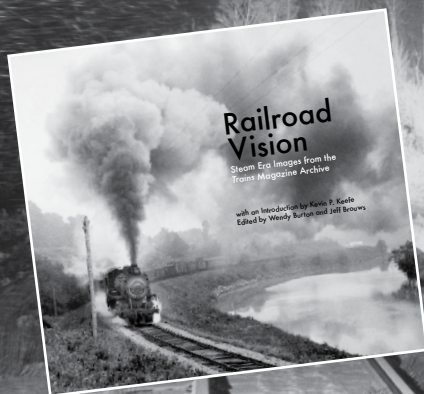
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Rock Island 800, one of the road's two Limas, switches at Chicago in September 1961.

William D. Volkmer

Limas were rarities on any roster. And almost no one liked them.

I remembered that the Rock Island had two Lima units on its roster, both 800 h.p. switchers assigned to the "Rocket House" shop at 47th Street in Chicago. It was suppertime when I hopped into our truck and drove up there.

The Rock Island foreman was eating a sandwich when I walked into his office. I introduced myself and dropped the part on his desk, asking him if he happened

I HAD MANY DEBATES ON PRR'S SCATTERSHOT DIESEL-ASSIGNMENT PRACTICES WHEN I WAS A JUNIOR ENGINEER. "THAT'S THE WAY IT IS," I WAS TOLD. "DEAL WITH IT."

to have one in stock. Without batting an eye he said, "Sure do!"

"My God," I thought, "he sure does know his inventory well."

He told me to follow him out into the shop where one of his two Limas was idling. He summoned a mechanic over and showed him the part.

"Shut this thing down and give this man one of these," he told the mechanic.

Surprised, I said, "I can't believe you are going to take a locomotive out of service to help a PRR guy with parts."

"Sure will," he said. "I hate that son of a bitch." — William D. Volkmer

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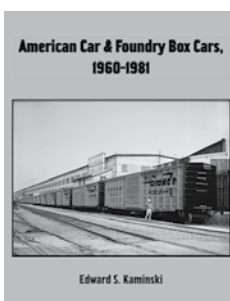
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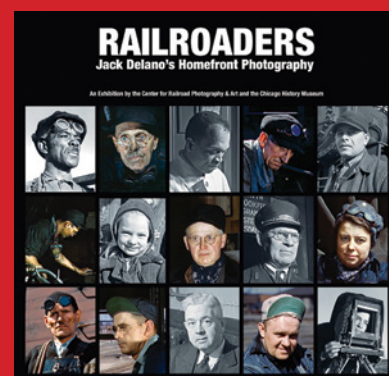
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from home to work and back. ASR opened a second line, 8 miles east to the new town of Opportunity, in 1913. Worked initially by single-truck cars and operating mostly on private right of way, ASR switched to interurban-like motors and trailers during 1901–16, although the Opportunity line mostly ran with single cars. After Butte's trolleys quit in 1937, ASR was the state's

only electric transit operation. In the main photo, a motor hauls three trailers toward the smelter as a BA&P ore train passes on May 28, 1951. The same day (right), a train from the smelter passes a car bound for Opportunity at the junction of the two lines at Third and Jefferson streets in Anaconda. Seven months later, on the last day of 1951, buses replaced the worn-out wood cars.



Above, George Krambles; left, Henry. M. Stange; both Krambles-Peterson Archive

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FIRST OUT

Streamliners: Locomotives and Trains in the Age of Speed and Style

By Brian Solomon. Voyageur Press, 400 First Ave. North, Suite 400, Minneapolis, MN 55401; www.voyageurpress.com. 8½ x 11 inches, hardcover, 208 pages; \$35.



In this work, the most prolific railroad book author of our era turns his attention to the most glamorous of railroad themes. The trains covered span from an 1865 patent for a 4-4-0 to the *Metroliners* of 1969. In between are all the *Zephyrs*, *Hiawathas*, *Daylights*, and other familiar landmarks. Illustration consists of a mix of black-and-white and color photos, plus time-tables, brochures, advertisements, and other eye-catching material from the era. Augmenting the main text are short pieces on significant designers like Henry Dreyfuss, Brooks Stevens, and others. The book closes with a 28-page chapter on preserved equipment, heavily illustrated with photos from the 2014 Streamliners at Spencer event in North Carolina. This is an attractive, informative overview of its topic. — *Robert S. McGonigal*



Trackside in California, 1964–1999 with George H. Drury

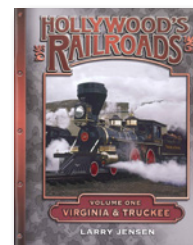
By Kevin J. Holland and Geoffrey H. Doughty. Morning Sun Books, Inc., 9 Pheasant Dr., Scotch Plains, NJ 07076; www.morningsunbooks.com. 8½ x 11 inches, hardcover, 128 pages; \$59.95.

The late George Drury is well known for his 1972–1996 tenure as librarian and book editor at Kalmbach Publishing Co., and for his scores of articles in *TRAINS* during that time. Less familiar is his photographic work, but as this handsome, all-color album shows, Drury could handle a camera too. After an eight-page sketch of Drury's life, chapters present his photos of Southern Pacific; Western Pacific; Santa Fe; Amtrak; and smaller operations like MUNI, the California Western, etc. Most of the photos are from Drury's 1965–1972 residency in the Bay Area, during which he ranged around the Golden State. It's not a comprehensive record — there's no Sierra Railroad, for example, and, oddly, very little Union Pacific — but it's a wonderful gallery of PAs on the *City of San Francisco*, F7s (and PAs) on the *San Diegos*, Train Masters on commutes, WP Fs on freights and the *California Zephyr*, and more. — *R.S.M.*

Hollywood's Railroads, Volume One: Virginia & Truckee

By Larry Jensen. Cochetopa Press, 801 E. 1st St., Suite B #153, Cle Elum, WA 98922; www.CochetopaPress.com. 8½ x 11 inches, softcover, 72 pages; \$24.95

Larry Jensen's 1981 *The Movie Railroads* has long stood as the best study of the trains and locations favored by movie and TV producers. Now he returns to the subject with a series of six smaller books. The first tells how Virginia & Truckee's collection of 19th-century equipment was "discovered" by Hollywood in the late 1930s, how studios bought the equipment for use in California, and what happened after the studios sold their trains. Included is a list of productions, spanning 1937–2015, that utilized V&T rolling stock. Well-written and profusely illustrated, this book's only weakness is its lack of separate photo captions. — *R.S.M.*



The Shortline Railroads of Long Island: A Compendium

By Harold Fagerberg and Edward M. Koehler Jr. Long Island Sunrise Trail Chapter NRHS, P.O. Box 507, Babylon NY 11702; www.nrhs-list.org. 8½ x 11 inches, hardcover, 114 pages; \$34.95.

With the exception of the Brooklyn Eastern District Terminal, which used steam into the 1960s, the small, harbor-oriented freight railroads at the west end of Long Island haven't gotten much attention. This book addresses that imbalance with by looking at the history, operations, and motive power of seven little lines in Brooklyn and Queens, N.Y. Also covered are the Long Island terminal facilities, reached by carfloat, of seven Class 1 railroads. Maps, photos, and rosters, plus an overview from a 1921 New York Central publication, are included. — *R.S.M.*

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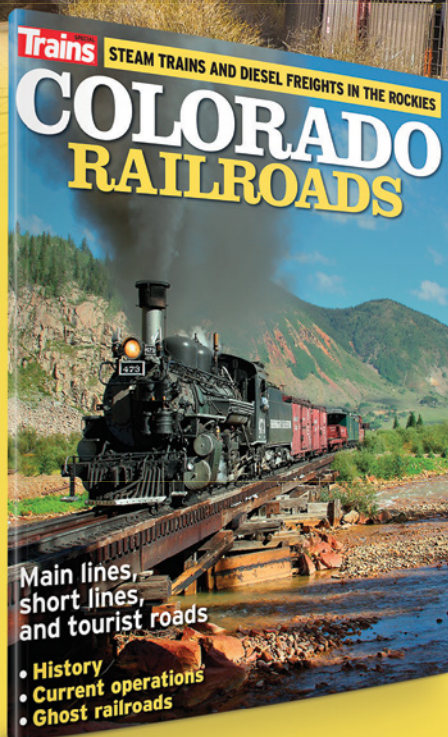
J. L. Watson

Santa Fe outpost with a future

It's a lazy Sunday, October 26, 1947, at the Santa Fe's depot in Escondido, Calif., near the end of a 22-mile branch from Oceanside on the Los Angeles–San Diego Surf Line. The daily mixed train that provided passenger service has been freight-only for several months, so the presence of a man and woman here is something of a mystery. Less mysterious are the two boys who have done what boys used to do: ride their bikes over to the depot to poke around — and climb on top of — the boxcar spotted at the freight platform. The railroad reached here as

Escondido was being developed as a community in 1887. The station stood at Grand Avenue until 1984, when it was moved a half mile to Grape Day Park for preservation; today it's part of the Escondido History Center. In 2007, passenger service returned under the name Sprinter, which operates frequent diesel light-rail trains from the Amtrak-Coaster-Metrolink station in Oceanside. Sprinter trains terminate at Valley Parkway, a block west of the old depot location. At night, when Sprinter isn't running, Watco's Pacific Sun Railroad provides freight service. ■

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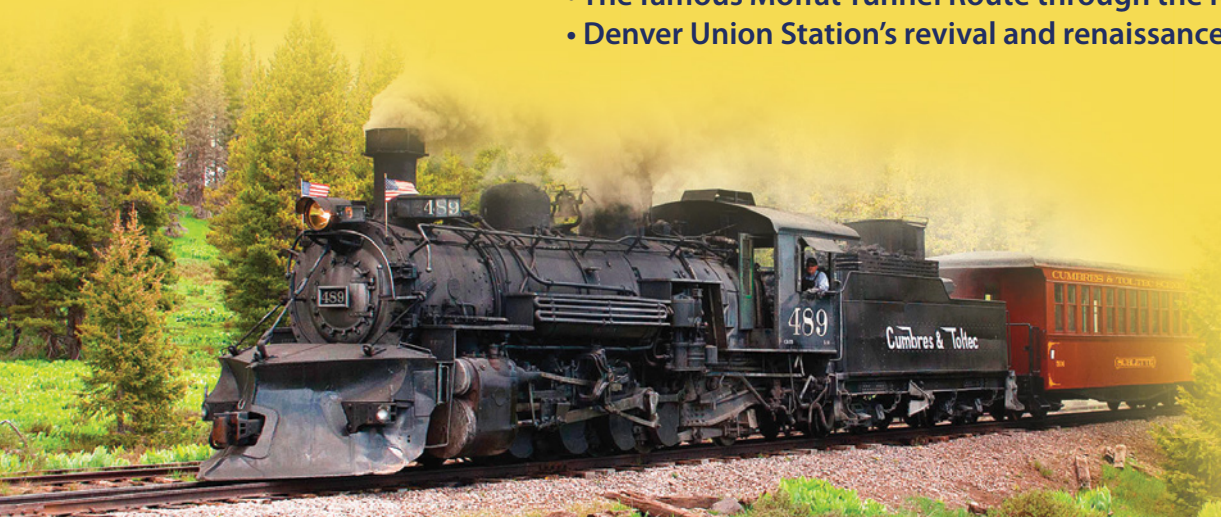


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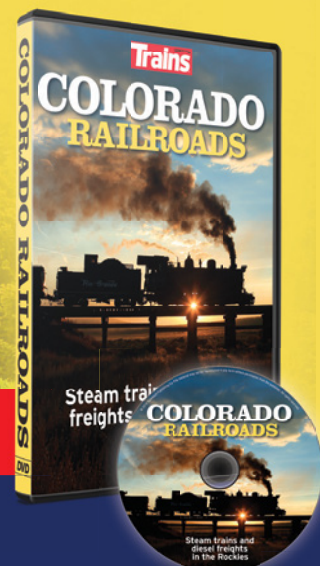


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